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CITY • OF • SANTA • MONICA



LOCAL • COASTAL • PROGRAM

LAND USE PLAN
IMPLEMENTATION PLAN

\$15.00

CITY • OF • SANTA • MONICA



LOCAL • COASTAL • PROGRAM

LAND USE PLAN
IMPLEMENTATION PLAN

REB110/92/

NOTICE OF AVAILABILITY
OF THE CITY OF SANTA MONICA'S
DRAFT LOCAL COASTAL PROGRAM

To: Concerned Persons

From: The City of Santa Monica

Official notice is hereby given of the availability of the City's Draft Local Coastal Program (LCP).

LOCAL COASTAL PROGRAM

The LCP sets a variety of land use policy standards and objectives for Santa Monica's Coastal Zone. The Draft LCP is comprised of two components: the Land Use Plan (LUP), showing the permitted uses and setting out policies for carrying out the goals of the Coastal Act; and the implementing ordinances, which implement the policies specified in the Land Use Plan. In addition, the Draft LCP incorporates policies and standards contained in the City's Land Use Element and Zoning Ordinance.

State law requires each coastal jurisdiction to prepare a LCP document to address requirements of the State Coastal Act. This document is then subject to review and certification by the California Coastal Commission. Once the LCP is adopted and certified by the Coastal Commission, the City of Santa Monica may take over the issuance of coastal permits.

HOW TO COMMENT

The City of Santa Monica encourages public comment on this and other projects. Copies of the Draft LCP are available for review at the address below and on reserve at the Main Branch of the Santa Monica Library at 1343 6th Street in Santa Monica. A copy of the Draft LCP may be purchased at the Planning Division for \$15.00.

DUE DATE FOR COMMENTS

Please provide the City with your comments by:
July 6, 1990
4:00 p.m.

WHERE TO SEND COMMENTS

City Planning Division/PPD
1685 Main Street, Room 212
Santa Monica, California 90401
Telephone: 458-8585

DRAFT

**CITY OF SANTA MONICA
LOCAL COASTAL PROGRAM**

**LAND USE PLAN
AND
IMPLEMENTATION PLAN**

MAY 1990

SANTA MONICA'S LOCAL COASTAL PROGRAM

The Local Coastal Program (LCP) of the City of Santa Monica has been formulated to implement, at the local level, the California Coastal Act of 1976. Through the Coastal Act, the State acknowledged the importance of the California coast as a regional and statewide resource and established policies to ensure that the State's interests are given proper consideration in the development of the coast. Despite the statewide importance of coastal resources, the Coastal Act recognizes the need to rely on local government and local land use planning "to achieve maximum responsiveness to local conditions, accountability, and public accessibility." Therefore, the Coastal Act directs each local government, which has territory which lies in the Coastal Zone, to prepare a LCP for its portion of the Coastal Zone.

Santa Monica's LCP has two components, the Land Use Plan (LUP) and the Implementation Plan, which are presented together in this document. The LUP contains a description of the conditions and issues which exist in Santa Monica's Coastal Zone and presents land use and development policies designed to fulfill the intent of the Coastal Act. The Implementation Plan contains the necessary regulations and programs needed to carry out the policies of the LUP. Should conflicts arise between the LUP and other local planning documents, such as the General Plan, the policies and regulations of the LCP shall take precedence within the Coastal Zone. Upon certification of Santa Monica's LCP by the Coastal Commission, the City will have the necessary policy basis and implementing mechanisms in place to assume authority to issue coastal development permits.

Land Use Plan

LOCAL COASTAL PROGRAM

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PROLOGUE - ORGANIZATION OF THE COASTAL LUP

The Santa Monica Local Coastal LUP is divided into five chapters.

Chapter I describes the background and purpose of the Local Coastal Plan. It provides a brief history of the State's mandate to protect the California coastline for future generations by planning for the orderly development of this valuable resource. It also describes Santa Monica's role in that planning effort. The regional and local setting of the City of Santa Monica are shown on Maps 1 and 2, respectively.

Chapter II describes in detail the Coastal Zone of Santa Monica. For ease of analysis, and because of the variety of land uses within the Coastal Zone, the Coastal Zone has been divided into eight Subareas. This chapter describes current conditions and the coastal issues that arise in each subarea.

Chapter III discusses five major policy topics:

1. Access
2. Recreation and Visitor Serving Facilities
3. Environmental Quality
4. Scenic and Visual Resources
5. New Development

The discussion of each topic includes the existing conditions, as well as some of the opportunities, problems, or constraints that currently exist.

Chapter IV is the pivotal component of the LUP. It contains the specific policies adopted for the Coastal Zone in Santa Monica. These policies are organized by issue group, as identified in consultation with the Coastal Commission staff and in the work program agreed to by the City and the Coastal Commission in 1978. Although the policies are grouped for simplicity by issue group, they are numbered consecutively throughout this document to emphasize that all policies included in this LUP apply to development within the Coastal Zone of Santa Monica. Users of this document are advised to study all the policies rather than those of any one group.

Chapter V describes the potential impact of the plan on various subareas of the Coastal Zone. The implementation program, identified here as the implementation plan, is presented as the last section in this document.

Finally, the entire LUP is summarized in a Land Use Policy Map.



MAP 1

Regional Setting

SANTA MONICA LOCAL COASTAL PROGRAM

Miles
0 25





MAP 2

City of Santa Monica

SANTA MONICA LOCAL COASTAL PROGRAM

FEET
0 2000 FT





HOTEL ARCADIA AND BEACH

I Introduction

LAND USE PLAN

CHAPTER I - INTRODUCTION

ORIGIN OF THE COASTAL ACT

In 1972, California voters passed Proposition 20, the Coastal Initiative, designed to involve the State in protection of and planning for the State's 1,100-mile coastline. Despite several attempts in the State Legislature, no implementation mechanism existed for coordinating development along the coast. While many local governments participated in efforts to coordinate their overall planning efforts through such mechanisms as councils of governments, the State did not recognize the coastline as a unified region.

The 1972 initiative changed all of this by creating a State Coastal Conservation Commission and six regional commissions whose functions included development of an overall coastal management plan and interim regulation of all development within the Coastal Zone. Under Proposition 20, the Coastal Zone was defined as extending inland 1,000 yards from the mean high tide line. In Santa Monica, the inland boundary was Sixth Street.

Among the most significant features of Proposition 20 was its timetable. The Commission was required to submit its coastal management plan to the Legislature by the end of 1975 and would by law cease to exist at the end of 1976. Thus, during 1976, the State Legislature faced anew the question of how best to manage the State's Coastal Resources.

The Coastal Act of 1976, which (as amended) still governs California's coast, created a similar set of commissions, but modified many other aspects of Proposition 20. For example, the Coastal Zone inland boundary was redrawn to reflect local conditions in more detail. In Santa Monica, the inland boundary is now located at Fourth Street, north of Pico Boulevard, and at Lincoln Boulevard, south of Pico Boulevard. (See Map 3: Santa Monica Coastal Zone.)

Most importantly, however, the Coastal Act assigned planning responsibility to each local coastal jurisdiction. Each coastal City and County is required to develop, with extensive public participation, a long-range management plan for the portion of coastline within its jurisdiction. These LCPs must respond both to local needs and conditions and to the overall requirements and policies of the State's Coastal Act (Public Resources Code [PRC] Section 30000 et. seq.) The Coastal Act sets basic statewide goals and policies, but leaves the decisions about how these shall be implemented to the local governments. The Coastal Commission reviews the plans to see if they conform adequately to the policies set forth in the Coastal Act. If they do, the plans are certified by the Commission.



MAP 3

Santa Monica Coastal Zone

SANTA MONICA LOCAL COASTAL PROGRAM

Feet
0 2000 Ft



Once the LCP has been certified by the Commission, the responsibility for implementation reverts to the local government. Each LCP can be amended no more than three times in any one year and is subject to review by the Coastal Commission approximately every five years for its continued conformity to the Coastal Act and for its implementation.

A LCP consists of two components: 1) the LUP, showing the land uses to be permitted in the Coastal Zone and continuing policies for carrying out the goals of the Coastal Act; and 2) the implementing ordinances, such as a revised zoning code or special Coastal Zone specific ordinances, which implement the policies specified in the LUP. A local government may submit its entire LCP at one time or in two separate documents. Under 1981 legislation, a local government, if it desires, may issue coastal permits once the LUP portion of its LCP has been approved by the Coastal Commission but must still submit for review and approval the Coastal Plan implementation ordinances.

SANTA MONICA'S LOCAL COASTAL PROGRAM

Santa Monica has chosen to submit the two components of its LCP, the LUP and the implementing ordinances, simultaneously.

In preparing this document, Santa Monica has provided for extensive public participation and for review by the interested public. A technical advisory committee, assisted by City staff, prepared the initial draft. All meetings of the LCP Committee were public. The Committee's recommendations were reviewed after public hearings by both the Planning Commission and the City Council. In January 1981, the City submitted a LUP to the Coastal Commission for review and approval. However, that version was rescinded by the City Council in May 1981, prior to Coastal Commission action.

In preparation of this LUP, a consultant was assigned to revise the 1981 document, incorporating City policies adopted since 1981 and suggestions offered by Coastal Commission staff. These adopted City policies were developed with extensive public review and comment. For instance, the revision to the Land Use and Circulation Elements of the City's General Plan included 15 public hearings and workshops. The Pier Restoration Program involved 3 community-wide workshops attended by over 250 people, many from outside Santa Monica. The Main Street Plan involved a series of meetings and workshops attended by Main Street property owners, merchants, and their neighbors. A Commercial and Industrial Development Task Force and a Residential Task Force made up of City residents and business people developed recommendations for City policy. Beach access revisions to the Ocean Park Redevelopment Project resulted from a series of community workshops.

The result was a LUP, which was submitted to the Coastal Commission in 1986. On July 9, 1987, the California Coastal Commission adopted a modified version of this LUP. In turn, it was approved by the Planning Commission, but City Council decided not to take action on the plan until the City's Zoning Ordinance was revised to fit the LUP's recommendations. In 1989, a consultant was hired to revise the LUP and prepare an Implementation Plan based on the new zoning ordinance.



PALISADES AND BEACH LOOKING SOUTH

II Santa Monica's Coastal Zone

LAND USE PLAN

CHAPTER II - SANTA MONICA'S COASTAL ZONE IN 1990

Santa Monica's Coastal Zone is approximately 1.5 square miles (975 acres) and is bounded on the west by the Pacific Ocean and on the east by Lincoln Boulevard south of Pico Boulevard, and 4th Street north of Pico Boulevard as far north as San Vicente Boulevard. Here, the border goes as far inland as 7th Street along the San Vicente Boulevard centerline, and then follows the 7th Street centerline to the north City border. The Coastal Zone contains two major areas:

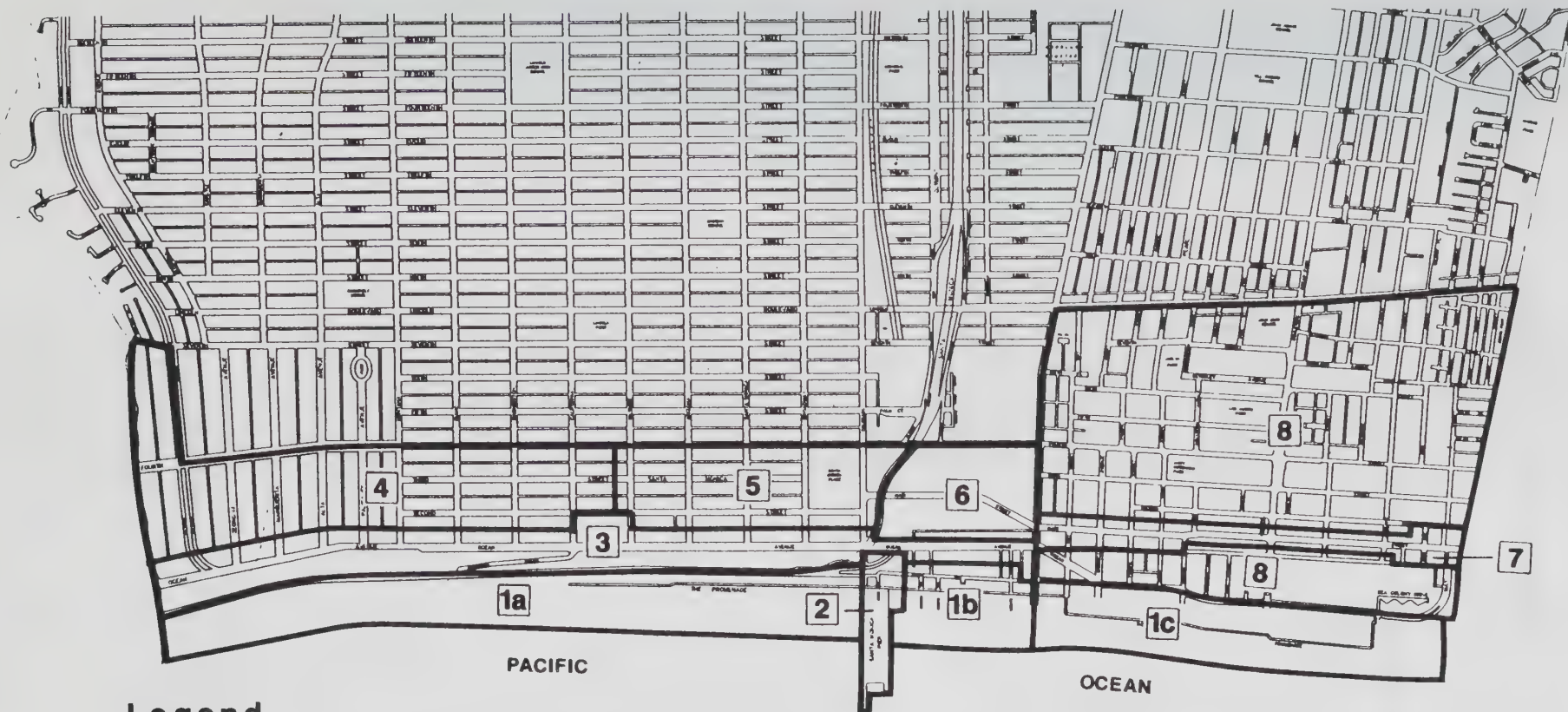
- the publicly owned shoreline and sandy beach (approximately 175 acres); and
- the fully urbanized inland area (approximately 800 acres).

The public beach area contains a variety of beach-oriented recreational facilities and concessions, retail uses, public parking, and beach safety facilities, such as lifeguard towers and headquarters. The inland section of the Coastal Zone contains a variety of residential, hotel, commercial, and public recreational land uses. Except for the major open space of sandy beach and the Pier, and Palisades Park and Bluffs between Ocean Avenue and Pacific Coast Highway north of the Pier, and a beach parking lot and a patch of vacant land, just south of the Pier, the entire area is urbanized. All future development occurring in this Coastal Zone will be in the form of recycling and urban infill, rather than commitment of undeveloped land.

The Coastal Zone is divided into eight separate subareas, based on the characteristics of each subarea and the unique coastal issues and policies involved in that subarea. (See Map 4: Coastal Zone Subareas.) Several subareas are further divided into sections. The subareas discussed in this plan are:

1. Santa Monica State Beach
2. Santa Monica Pier
3. Ocean Avenue and Palisades Park
4. North Side Residential
5. Downtown
6. Civic Center and Rand Site
7. Main Street from Pico Boulevard to South City Line (Special Commercial District)
8. Ocean Park

Despite its relatively small size, the Santa Monica Coastal Zone, particularly Santa Monica Beach, serves an important role in providing coastal recreational opportunities for the greater Los Angeles metropolitan region. The Santa Monica Freeway, which terminates in the Coastal Zone at the Pacific Coast Highway just north of the Santa Monica Pier, intersects with most of the other freeways in the Los Angeles freeway network. Thus, visitors from the entire Los Angeles area have easy access to Santa Monica beaches.



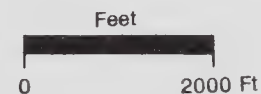
Legend

- 1 SANTA MONICA STATE BEACH
- 2 SANTA MONICA PIER
- 3 OCEAN AVENUE AND PALISADES PARK
- 4 NORTH SIDE RESIDENTIAL
- 5 DOWNTOWN
- 6 CIVIC CENTER AND RAND SITE
- 7 MAIN STREET FROM PICO BOULEVARD
TO SOUTH CITY LINE (SPECIAL
COMMERCIAL DISTRICT)
- 8 OCEAN PARK
- 9 OCEAN PARK REDEVELOPMENT PROJECT

MAP 4

Coastal Zone Sub-Areas

SANTA MONICA LOCAL COASTAL PROGRAM



SUBAREA 1 - SANTA MONICA STATE BEACH

Subarea 1 is split into three sections:

- Section 1a: North Beach (north of the Santa Monica Pier)
- Section 1b: South of the Pier to Pico Boulevard
- Section 1c: South Beach (south of Pico Boulevard)

Subarea 1 is split in two at its midpoint by the Santa Monica Pier (Subarea 2). Section 1a lies north of the Pier and Sections 1b and 1c lie to the south.

Subarea 1 consists, both north and south of the Pier, of Santa Monica State Beach and other scattered uses. The area comprises the publicly owned sandy beach and extends inland to the first public roads: Pacific Coast Highway, Appian Way, and Barnard Way. The State Beach subarea contains traditional beach facilities, such as lifeguard towers, volleyball courts, playground equipment, beach concessions and snack shops, and public parking. Beach clubs, residential uses, public parking, and some commercial and beach concession stands are located along portions of Pacific Coast Highway, Appian Way, and Barnard Way.

Stretching the entire length of the City's shoreline, Santa Monica State Beach is the most heavily used beach in Los Angeles County and possibly in the State. In any given year, it is likely that over 20 million people will visit this beach. Surveys have shown that visitors come from most parts of the Los Angeles metropolitan area. Many hotels, restaurants, and other tourist attractions have, over time, developed along the beachfront. This has served to attract even greater amounts of visitors from even more diverse parts of the Los Angeles metropolitan area and from outside the region. Facilities on the beach and development along the adjacent roadways vary north to south, and beach usage along the shore is varied because it is heavily influenced by public parking supply and accessibility. The State Beach is comprised of three distinct sections which are described below:

Section 1a - North of the Santa Monica Pier

The State Beach area north of the Santa Monica Pier contains the City's northern sandy beach area, beach clubs, the "Gold Coast" single-family residential neighborhood, and the North Beach tract of apartment and condominium development. Zoning is a mix of single-family residential and high-density, multiple-family residential.

At the northern end of this section of beach, large private residences and several beach clubs are located between the beach and Pacific Coast Highway. This stretch of the Coast Highway is also known as Palisades Beach Road and, because of its history as a home of celebrities, as "the Gold Coast." There are a number of older

multiple-family residential apartments, condominiums, and small houses in the Sunset Beach Tract, along the southern section of this stretch of beach, just north of the Santa Monica Pier. Views of the water are accessible to the public where public parking lots exist among the private development.

In general, public use of the stretch of beach within Section 1a is less intensive than it is in the other portions of the State Beach. Access to it is more difficult than to other areas of the beach, largely because of limited public parking facilities interspersed among private property, and due to traffic volumes on Pacific Coast Highway. The parking facilities are maintained and operated by the City.

The Pacific Coast Highway in this section is a six-lane arterial with north- and southbound traffic separated by a left-turn lane. There is no on-street parking and stopping is not permitted. The capacity of the roadway can only be increased with difficulty because the palisades bluffs rise abruptly on the inland side and the development on the shore side is built very close to the street. Beach access for northbound motorists coming from areas in metropolitan Los Angeles is inconvenient and difficult because of the relatively high speed and volume of traffic traveling south on the Coast Highway, and because northbound motorists must turn left across Pacific Coast Highway to enter the public parking lots. Travel to the beach by motorists from Malibu and the San Fernando Valley is primarily southbound. Access to beach parking from these southbound lanes requires short right turns and does not permit a great deal of indecision for a motorist looking for the appropriate place to enter a beach lot.

Pedestrians can reach the northern section of beach via a series of overpasses crossing Pacific Coast Highway and connecting by stairs with Palisades Park at the top of the bluffs. These overpasses are located at Montana Avenue, the California Incline, Arizona Avenue, and near Broadway. They have provided significantly improved pedestrian access to the beach for the general population. Pedestrians no longer have to cross Pacific Coast Highway, which is dangerous due to the high volume and speed of traffic. However, because of the stairs, these overpasses are not convenient for the very young, the very old or the disabled, or people who are burdened with a day's worth of picnic supplies.

Transit access is provided by the Santa Monica Municipal Bus Line and the Southern California Rapid Transit District (SCRTD). Beach visitors in the Los Angeles Basin may use several bus lines that serve the beach and the Downtown Santa Monica area. Service is provided by the SCRTD and the Santa Monica Municipal Bus Line on Ocean Avenue. Beach visitors using these lines must walk to the north beach using the pedestrian bridges over the Pacific Coast Highway.

Bicycle access to the beach from inland areas is not direct due to the palisades bluffs. Bicycle access to this beach area from the south is possible along the bike path that terminates at the northerly City boundary near Santa Monica Canyon.

Several beach clubs are located in this area. Most are entirely on private land. The Jonathan Club at 850 Pacific Coast Highway operates under a settlement agreement with the City and State that permits the club to lease a publicly owned parking lot and those parts of the beach on which its facilities had extended over time. The terms of this lease permit the City to require assistance, on the part of the Jonathan Club, in improving public access to the beach at this location.

Just north of the Santa Monica Pier lies the Deauville site, whose primary component, when developed, will be an aquarium. The secondary component of this site will be retail uses. Both elements of the site will relate well to the Santa Monica Pier, augmenting the Pier's present and future store of restaurants and other entertainment activities.

Further north, at 415 Pacific Coast Highway, is the Sand and Sea Club. This club is located on leased public land. The property was once owned by the actress Marion Davies and the only remaining building of the original estate, designed by Julia Morgan, has been designated a City Landmark. Proposed for the site of the Sand and Sea Club is a hotel and community center. The historic Julia Morgan building, which is part of the current Sand and Sea Club, will be incorporated into the new development.

Section 1b - South of the Santa Monica Pier to Pico Boulevard

Surrounding the Santa Monica Pier (which is discussed in Subarea 2), and extending southward to Pico Boulevard and eastward to Appian Way, is the most active recreation-oriented area of the Santa Monica beach. Visitors use the volleyball courts and other recreational facilities, including swings and a children's play area which is directly south of the Santa Monica Pier. Volleyball courts and other recreational facilities are available here. A park adjacent to the Pier incorporates a children's play area into an innovative design setting involving stairs, sitting places, and a sculpture with a water feature. The Promenade, a paved pedestrian walk used by pedestrians, rollerskaters, and skateboarders, is located along the inland edge of the beach. The beach bicycle path parallels the Promenade. Between the Promenade and Appian Way, a small group of shops selling food and beach-related items is located adjacent to the Santa Monica Pier, and a mix of apartments and public parking lots are located between Seaside Terrace and Pico Boulevard. The area also contains a County Lifeguard Headquarters immediately south of the Santa Monica Pier.

Adjacent to and extending into this recreation district is a small residential area, made up mainly of older housing stock, arranged along narrow streets and alleyways that climb the slope between the Promenade and Ocean Avenue South (the latter being part of Subarea 3). Sandwiched as it is between two tourist-oriented corridors that will continue to grow as such, this residential area has a unique identity as a buffer zone of sort. As such, it lends a valued element of diversity to this recreation-oriented part of Santa Monica. It will continue to do so as its residential units are protected by the City's Rent Control Charter Amendment.

There is a great deal of new hotel development in the immediate vicinity of Section 1b, along Ocean Avenue and Pico Boulevard in Subarea 6. Two very large projects border Section 1b.

Some of the parking needs of the area will be met by a proposed parking structure, which will be located on a patch of vacant land, in Subarea 2 adjacent to the Pier, and will directly serve Subarea 1 both north and south of the Pier. As the Pier once accommodated 471 parking spaces, it has been stipulated by the Coastal Commission that this parking structure contain at least this many spaces. Parking is currently provided in public parking lots. Frequent buses run on Ocean Avenue, two blocks away.

Subarea 1c - The South Beach

The South Beach area stretches from Pico Boulevard to the southern City limit and extends inland to Barnard Way. Unlike the other portions of the State Beach, there is no private development in the south beach area other than the Pritikin Longevity Center, which occupies a former beach club at Pico Boulevard and the Promenade, and several private food concessions on the beach parking lot. Access to the beach is very direct in this subarea. Restroom facilities are available and parking spaces are more plentiful in this subarea than in other areas. Beach use in this area is a continuation of strolling and biking along the Promenade and bike path, active and passive recreation on the sand, and picnicking. Picnic facilities are located in Crescent Bay Park at Bay Street, and in a grassy area near Ocean Park Boulevard.

There is one major parking lot in this area. This lot has been restriped and accommodates spaces for compact cars. This allows for an increase in landscaping without reducing the number of parking spaces provided. Barnard Way, paralleling the site, has been landscaped and re-routed so as to discourage fast driving. Traffic flow toward this parking lot has been improved by adding an entrance at Bicknell Avenue, thus supplementing the entrance at Barnard Way.

Bus access is provided by Santa Monica Municipal Bus Lines, which offers service along such streets as Main Street, Neilson Way, Hill Street, and Ocean Park

Boulevard. The SCRTD provides service along Main Street, which is about three blocks east of the beach.

SUBAREA 2 - THE SANTA MONICA PIER

The Santa Monica Pier is located on the beach at the foot of Colorado Avenue. It is the only remaining Southern California recreational Pier that provides primarily low-cost public recreational opportunities. Owned and operated by the City, the Pier is heavily used, drawing approximately three million visitors each year. Visitors come from throughout the Los Angeles area and beyond. The Pier's current uses include a carousel, the Sinbad building (currently vacant but scheduled for restoration), amusement arcades, food service establishments, beach-oriented retail shops, and public restrooms. The seaward end of the Pier is used intensively for fishing. The Carousel Building has been placed on the National Register of Historical Places, and the Pier itself has been declared a City Landmark. The City Landmarks Commission reviews and approves alterations to the Pier as to their appropriateness to the historic character of the structure.

The Pier was built over a period of time from 1916 to 1921, and until 1970, was controlled by a succession of entrepreneurs and master lessees. In 1970, the City regained direct control of the Pier, and in 1973, local voters passed an initiative ordinance making destruction of the Pier a misdemeanor. The Pier structure had deteriorated over the years preceding 1970 and required major public investment for its repair. That situation, along with the desire to improve the commercial and public uses on the Pier, prompted the City Council and the State Coastal Conservancy to sponsor a series of community workshops in 1982. This produced a restoration program.

One year later, just as implementation of this restoration program was underway with the refurbishment of the Carousel building, a series of unusually severe winter storms destroyed the outer 100,000 square feet of the Pier. Since these 1983 storms dramatically increased the original scope of the restoration efforts for the Pier, the City Council established a non-profit, public benefit entity - the Santa Monica Pier Restoration Corporation (PRC). The PRC has responsibility for restoration and development of the Pier, managing current and future Pier leases and general operations, including on-going promotions. Members of the PRC Board of Directors are appointed by the City Council.

As mentioned before, the Pier is unusual among Southern California beach recreational facilities in its diversity of users. All income levels, ethnic groups, and ages are represented at the Pier. That the Pier is highly valued throughout the Los Angeles region is demonstrated by the participation in Pier restoration workshops of people from 28 surrounding communities, from as far away as Pasadena, Long Beach, and North Hollywood.

Until the 1983 storms, the Pier accommodated 471 parking spaces on the Pier deck. Parking was prohibited on the Pier immediately following the 1983 storms but much of the parking has been temporarily restored following repairs of the storm damage. Under the restoration plan, the parking is to be relocated off the Pier. The area on the Pier used for parking is to be developed with additional visitor attractions and public open space. New parking is planned adjacent to Santa Monica Pier, both to facilitate Pier restoration by relocating parking off the Pier, and to augment parking facilities throughout the Coastal Zone. Enough parking spaces are provided for to match or exceed the number that existed on the Pier before the storms of 1983.

With parking spaces relocated off the Pier, space thereon is to be freed up for the development of more visitor and coastal related uses. The goal of the Pier's restoration and development is to enhance the recreational opportunities for area residents. However, along with the Deauville site water attraction project, this could establish Santa Monica as a tourist destination.

SUBAREA 3 - OCEAN AVENUE AND PALISADES PARK

Subarea 3 consists of Palisades Park at the top of the palisades bluffs, and those parcels along Ocean Avenue across from the park. It continues to take in Ocean Avenue past Subarea 2 which encompasses the Pier. South of the Pier, it takes in Ocean Avenue and those parcels fronting on the west side of Ocean Avenue, as far south as Pico Boulevard. Here, it takes in Pico Boulevard north of the centerline and those parcels along the north side of Pico Boulevard between Ocean Avenue and Appian Way. It is worth noting that Pico Boulevard is the southerly boundary of the Civic Center area (Subarea 6), as well as this sub-area. Several subareas abut Pico Boulevard, and as such, this street is an important transition point and border street.

This territory is divided into three subsections:

- Section 3a, which is Palisades Park and Bluffs;
- Section 3b, which is Ocean Avenue and the parcels along its easterly flank which comprises the park frontage; and
- Section 3c, which is the stretch of Ocean Avenue adjacent to, and south of, the Pier.

The stretch of Ocean Avenue north of the Pier is one of the City's most scenic boulevards because of the Park and views of the shoreline and the Santa Monica mountains. The Park and the frontage along Ocean Avenue are closely related, and must be considered in tandem.

Section 3a - Palisades Park

Atop the palisades bluffs that run from Santa Monica Canyon at the north end of the City south to Colorado Avenue, Palisades Park provides spectacular views of the coastline, Santa Monica Bay, and the Santa Monica Mountains and offers passive forms of recreation. The Park is long and narrow, and contains meandering pathways at the bluff edge and in the interior of the park. The park contains grassy areas, benches, a senior citizens center, a shuffleboard area, a camera obscura, historic cannons, an Alaskan totem pole, a rose garden, and numerous benches and large trees. Major park activities include strolling, sitting, jogging, and picnicking.

The western edge of the Palisades Park bluffs is unstable and eroding. The entire bluff edge of the park is fenced for safety. In an effort to control erosion caused by a build-up of groundwater, the City has installed pipes that drain groundwater back to Ocean Avenue, where the water is captured in the storm drain below the street.

Access to the park is provided by local streets. Several Santa Monica Municipal bus lines serve the park and several SCRTD bus lines provide convenient transit service for residents of the entire west side of Los Angeles. As mentioned before, as part of the renovation of Palisades Park, access-ways to the beach have been built. These take the form of overpasses that span Pacific Coast Highway overhead, terminating in stairways that descend to the level of the highway surface on the ocean side.

Section 3b - Ocean Avenue North of the Pier

Adjacent to Palisades Park, Ocean Avenue presents the City's facade to the park and its visitors and, at a much greater distance, to the beach. The height of development along the street ranges from small one and two story buildings to the 21-story building at Wilshire Boulevard.

Ocean Avenue north of Wilshire Boulevard is primarily occupied by the high density residential apartment and condominium development for which it was zoned before the residential area north of Wilshire Boulevard, which Ocean Avenue passes through, was studied for downzoning. Building heights are currently limited to three to four stories, but most of the buildings along this portion of the street are four stories or less. However, there are six high-rise apartment and condominium towers ranging from six to sixteen stories. The block between California Avenue and Wilshire Boulevard is occupied by the Miramar-Sheraton Hotel. From Wilshire Boulevard southward, Ocean Avenue is developed with a mix of commercial office buildings, hotels and motels, and several residential apartment buildings.

This portion of the street is zoned for downtown general commercial uses. The height of the buildings on this stretch is also mixed. Until the mid-1970s, there were no height limits in the Municipal Code for the downtown area including Ocean

Avenue. Current development standards promote a scale of development compatible with this scenic street and adjacent park.

Section 3c - Ocean Avenue South of the Pier

The stretch of Ocean Avenue south of the Santa Monica Pier, consists primarily of a large number of hotels, with a few commercial and residential properties mixed in. These are mainly in the form of small commercial concerns such as liquor stores and small markets, and scattered apartment buildings. The multi-story Pacific Shores Hotel stands at the corner of Ocean Avenue and Pico Boulevard. This far south, Ocean Avenue is still elevated from the seaboard floor, but only by a slope gentle enough in grade to be occupied by a small residential area, not by palisades. The structures in Section 3C are generally older, and there is a significant potential for recycling of the existing hotels and motels, as well as the other uses. Property setbacks along this stretch of Ocean Avenue are to be established so as to extend a corridor of open space and landscaping south from Palisades Park, to the end of creating an extension of the park's visual amenities.

The Loew's Hotel is on the west side of Ocean Avenue north of Pico Boulevard, and has 349 rooms. The Hyatt Hotel near the northwest corner of Ocean Avenue and Pico Boulevard is planned to contain 194 rooms.

SUBAREA 4 - NORTH SIDE RESIDENTIAL

The North Side Residential area lies immediately east of the parcels located along Ocean Avenue and west of Fourth Street as far north as the centerline of San Vicente Boulevard. North of this point, the area runs as far inland as the centerline of 7th Street. This area extends from just north of Wilshire Boulevard to the northern City limit. The area is developed with both high-density multiple-family and low-density single-family residential uses. There is still some recycling of older, smaller structures to multi-unit buildings in this area. Most of the area north of Montana Avenue and inland of Ocean Avenue is zoned for single-family residential uses and the area along San Vicente Boulevard between Ocean Avenue and 4th Street is zoned for low-density residential.

SUBAREA 5 - DOWNTOWN

Santa Monica's downtown extends from the north side of Wilshire Boulevard to the Santa Monica Freeway and from Second Street to Seventh Street, which is beyond the Coastal Zone boundary at Fourth Street. The Downtown area is the focus of the City and contains a concentration of urban activities.

Land uses in the Downtown Area include a mixture of office, retail, residential, recreation and entertainment uses, and other uses and services associated with a

traditional downtown. Two key features of the area, which forms the City's retail core, are Santa Monica Place and the Third Street Promenade.

Santa Monica Place is located between Second and Fourth Streets, Colorado Avenue, and Broadway. The three-level, enclosed shopping center, which opened in 1980, contains two major department stores, well over a hundred retail stores, two public-parking structures, and public ocean-viewing platforms on the west side of the complex.

North of Santa Monica Place is the Third Street Promenade, an open-air pedestrian mall constructed in 1965. The Third Street Promenade extends three blocks, between Broadway on the south and Wilshire Boulevard on the north, and is lined primarily with one and two story buildings that contain ground-floor retail shops and upper-floor office or residential development.

Business and development activity on the Third Street Promenade has been declining over the years. In response to this condition, the mall is being renovated, accommodating outdoor dining and flanked by movie theater complexes. The proximity of this activity to the Aquarium/Deauville site and the Pier will make the Promenade an active player in the nighttime and weekend life of Santa Monica.

The "New Development" policy section of this LUP includes policies pertaining to the "Core", which includes the area from Second Street (east side) to Fifth Street (both sides), and from Colorado Avenue (north side) to the south side of Wilshire Boulevard, and from Second Street to Lincoln Boulevard, and the "Frame", which includes the remainder of the Downtown area.

SUBAREA 6 - CIVIC CENTER AND RAND SITE

Subarea 6 is comprised of the Civic Center, the site of the Rand Corporation, and a strip of older motels, restaurants, and other commercial and residential properties on the east side of Ocean Avenue north of Pico Boulevard. This subarea extends from the Santa Monica Freeway to Pico Boulevard, and from Ocean Avenue to Fourth Street. It takes in the east frontage of Ocean Avenue and the west frontage of Fourth Street only. It is bisected by Main Street, which separates the Civic Center from the Rand site.

The Civic Center area totals about 21 acres and is owned by the City and contains the City Hall, a Los Angeles County Administration building housing courtrooms and related facilities, the Santa Monica Civic Auditorium, and extensive public parking facilities.

During business hours and during events at the Civic Auditorium, the parking lots are heavily utilized. Although this area is only a short distance from the Pier, it is visually quite separate and is not generally used by Pier visitors. The Civic Center area is important as a gateway to Downtown, Ocean Park, and the South Beach and Pier areas. The Civic Center area is the site of the Civic Center Specific Plan, which involves both of the Civic Center block and the Rand block. The purpose of this plan is to determine what types of development and land use will be appropriate for this area. This plan will involve the McGuire-Thomas property, a proposed office building to be located within the Civic Center area.

At present, most of the block between Main Street and Ocean Avenue is occupied by the Rand Corporation. The remainder of this block is a strip of older motels, restaurants, stores, and apartments that front Ocean Avenue.

SUBAREA 7 - MAIN STREET, FROM PICO BOULEVARD TO SOUTH CITY LINE

Main Street is the closest commercially zoned area to the South Beach area, and has evolved during the past two decades from a commercial street of low-intensity development to a specialty shopping and visitor-serving area. There has been a marked increase in the number of restaurants, art galleries, antique, and specialty-retail establishments, and traffic. Most of this activity is concentrated south of Ocean Park Boulevard. Recent development north of Ocean Park Boulevard includes offices over ground floor retail, furniture and accessory showrooms, gymnasiums and dance studios, and some restaurants. The University of California at Los Angeles Extension maintains a satellite facility at the north end of Main Street. The Heritage Square Community Museum and the Ocean Park Branch of the Library are located at the corner of Main Street and Ocean Park Boulevard. To ensure orderly growth and to maintain the human-scaled, pedestrian atmosphere of this corridor, Main Street has unique development standards. Main Street leads directly into the City Hall area to the north.

At the south end of Main Street, near the Santa Monica City boundary is the site of the Marine Hotel. This will augment the tourist resources in this area, providing an alternative to those closer to the Pier.

Many of the buildings along Main Street date from before World War II, and do not provide off-street parking. Main Street has metered parking on the street and in several public parking lots. These lots include a small lot at Strand Street, a larger lot south of Hollister Avenue, and a major lot between Kinney and Hill Streets behind the businesses located on Main Street. In recent years, several office buildings and mixed use retail and office structures have been built. The newer buildings provide off-street parking sufficient for their own needs.

Main Street has become primarily a specialty retail, small office, and restaurant area, leaving the adjacent residential areas dependent on businesses on Lincoln Boulevard, in the downtown, and in other areas for basic convenience and neighborhood services.

SUBAREA 8 - OCEAN PARK

Ocean Park is a residential neighborhood with a special history, character, and scale. The neighborhood is bounded by Pico Boulevard on the north, Lincoln Boulevard on the east, the southern City limit, and Barnard Way and Neilson Way on the west. Residential densities in the neighborhood are relatively high near the ocean and decrease inland toward Lincoln Boulevard. The area contains a significant number of small-scale beach cottages and single-family homes built at the turn of the century that have survived the general increase in densities over the intervening years. The greatest concentration of these homes is located near the beach in the South Beach Tract between Ocean Park Boulevard, Hollister Avenue, Barnard Way, and Neilson Way. In addition to Main Street, the Ocean Park neighborhood is served and bounded by commercial development along Pico and Lincoln Boulevards.

The Ocean Park Redevelopment Area is bounded by Ocean Park Boulevard, Neilson Way, and Barnard Way. The project was begun in the mid-1950s with clearance of an old beach neighborhood. In the 1960s, two high-rise apartment buildings (the Santa Monica Shores) were constructed as a first phase of development. At that time, the redevelopment plan included roughly a dozen additional high-rise apartment buildings. A series of events, including adoption of the Coastal Initiative in 1972, prevented further development, and part of the area was developed for interim use as a golf course.

In 1973, the Coastal Commission viewed a plan containing approximately 1,400 apartment units and 58 condominium units. Following extensive negotiations with the proposed developer, the Redevelopment Agency, the Coastal Commission, adjacent landowners and several private citizens, the development plan was changed to include a minimum of 100 units of senior citizen housing, no more than 400 units of market-rate housing, at least 6 acres of public open space, and a pedestrian/bike path permitting pedestrians and bicyclists to travel easily between the beach and Main Street. This development has been completed, and includes 161 units of senior citizens' housing located in two buildings at the corner of Neilson Way and Barnard Way, and Phases I, II, and III of the Sea Colony condominium development between Barnard Way and Neilson Way, south of Santa Monica Shores apartments. A large park sits adjacent to the project, and supplements the green open space and beach on the ocean side of Barnard Way, which skirts the project. Adjacent to this subarea are the landscaping and traffic way improvements on Barnard Way which were implemented in such a way as to discourage speeding on this formerly very fast-moving street.

Section 8a - Ocean Park Residential Area

This residential area has recently been zoned to primarily low density residential use. The area covers approximately 100 blocks or 473 acres including streets. The previous residential zoning designations (R2, R3, R4), have been replaced by new zoning designations (OP-1, OP-duplex, OP-2, OP-3, OP-4) in order to respond to the concerns of residents about perceived reductions in the quality of life as the result of excessive and inappropriate development. Furthermore, projects developed in the area will be more compatible in scale and character with the neighborhood.

Much of Ocean Park's residential development does not provide adequate parking. However, new residential development currently permits sufficient parking to accommodate the needs of the occupants.

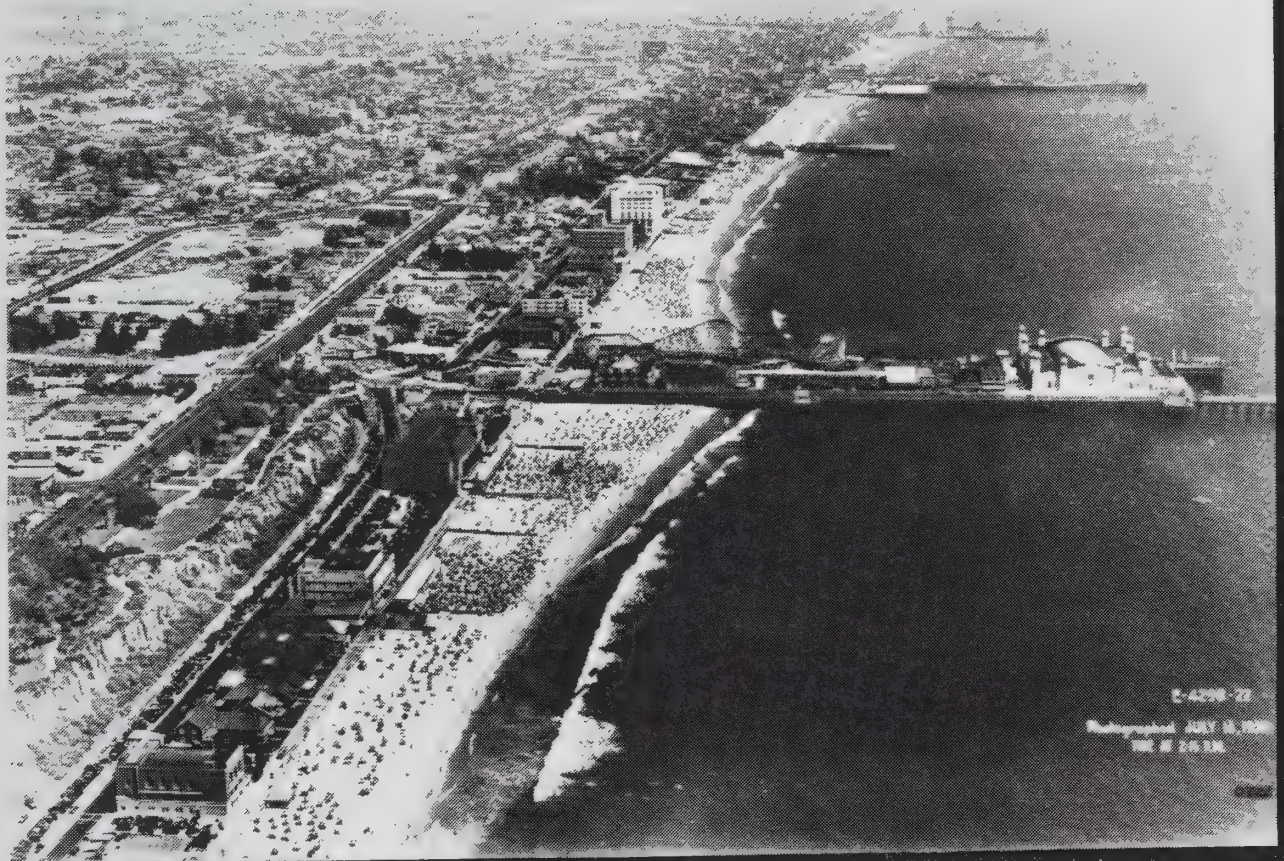
Local parks provide recreational facilities for neighborhood residents. Mary Hotchkiss Park at Strand Street, between Third and Fourth Streets, offers grass and shade and is used primarily for passive recreation. Los Amigos Park, just north of Ocean Park between Fifth and Sixth Streets, is owned by the Santa Monica/Malibu Unified School District and is leased to the City for park purposes. The park includes baseball diamonds, tennis courts, the Girls Club, and the School District's Alternative High School. This park is used most often by young people for active, non-beach-related sports. Joslyn Park, at Strand Street and Beverly Avenue, provides picnic and play areas. Ozone Park, a small park on the south City line near Lincoln Boulevard, primarily serves its immediate neighbors.

A number of vest-pocket parks are planned for the Ocean Park Boulevard corridor, to provide more greenery and open space along this street. Other parts of the neighborhood will also be improved by these parks.

Section 8b - Commercial Streets

Except for the specialty shopping on Main Street, commercial development in Ocean Park occurs primarily along its borders. The south side of Pico Boulevard contains a number of retail businesses, and several small convenience grocery stores are located in the residential area.

Lincoln Boulevard (State Route 1) is a major arterial route. Both neighborhood and region-serving businesses line the street. While most provide adequate parking, some do not, thus adding to the parking burden in adjacent residential areas. Development along Lincoln Boulevard is unrelated to the Coastal Zone except as it affects the flow of traffic between Marina del Rey and the Santa Monica Freeway. Increased development in adjacent jurisdictions has added to the traffic burden on Lincoln Boulevard and in Santa Monica in general. The City remains committed to cooperation in seeking and implementing solutions to traffic management problems.



SANTA MONICA PIER, 1930

III Coastal Zone Conditions and Issues

LAND USE PLAN

III - COASTAL ZONE CONDITIONS AND ISSUES

Chapter III contains a discussion of the conditions and issues related to the Coastal Zone. The discussion is presented by topic. Each topic discusses those coastal conditions and issues that are most important to the continued preservation and enhancement of the City's Coastal Zone. The topics include the following:

1. Access to the Coastal Zone, especially to the beach and circulation within the area.
2. Recreational and visitor serving facilities within the Coastal Zone, particularly the restoration of the Santa Monica Pier and the encouragement of hotel and visitor serving uses in the Oceanfront and downtown areas.
3. Environmental quality, with an emphasis on the protection of marine habitat and water quality.
4. Scenic and visual resources, with particular concern for protecting and improving the public views of the ocean.
5. New development, with specific and detailed standards for scale, bulk, and design considerations in order to maintain the unique scale and character of the City.

Santa Monica, like other urban areas along the coast, has experienced considerable pressure for more intense development, sometimes at the expense of easy access to the shoreline and of lower-cost facilities and activities. Santa Monica is a very desirable place to live, to work, and to play, and this results in competition for space and resources.

Santa Monica residents voted heavily in favor of the 1972 Coastal Initiative and have consistently supported reasonable limits on the height and density of development throughout the City in order to preserve the community's unique scale and character. Because the entire shoreline is in public ownership and use, Santa Monica's coastal issues focus largely on maintaining an appropriate balance between the needs of visitors and the everyday lives of local residents and workers.

The policies of this LUP reflect a strong consensus developed through public workshops, a variety of citizen task forces, and the development and adoption of a series of policy documents and plans.

ACCESS

Coastal access conditions and issues can be divided and discussed in four categories which correspond to the four major modes of transportation access to (and within) the City's Coastal Zone: vehicular, mass transit, bicycle, and pedestrian. However, the principal coastal access issues are related to vehicular and mass transit access, particularly traffic, circulation, and parking. The issues surrounding bicycle and pedestrian access are less complex. "Lateral" public access, along the beach, is available along the entire shoreline and sandy beach because it is entirely in public ownership. While "vertical" public access to the beach from adjacent roadways is more limited, publicly owned parcels and parking lots provide adequate access to the sand.

Automobile Access and Parking

The policies in this LUP are intended to provide for transit mode alternatives to the automobile. However, although the City intends to encourage both transit and bicycle use to the beach and other Coastal Zone destinations, the City recognizes that most beach visitors will continue to travel to the beach by automobile.

Automobile access to Santa Monica's Coastal Zone from other parts of the Los Angeles region is provided primarily by the Santa Monica Freeway, and the Pacific Coast Highway which begins at the western terminus of the Freeway. The Santa Monica Freeway is one of the most heavily traveled freeways in the region and provides direct coastal access for beach visitors from all over the metropolitan area. However, these coastal visitors must share this Freeway with commuters, shoppers, and trucks. The total volume of traffic sometimes impedes access to the beach.

Beach-destined visitors may exit the Freeway at 26th Street/Cloverfield Boulevard (about 1 1/2 miles from the beach), Lincoln Boulevard (about a 1/2 mile from the beach), or Fourth/Fifth Streets (about 1/4 mile from the beach). Once off the freeway, they may use City streets to reach the South Beach area or may proceed west on the Freeway to the Pacific Coast Highway to reach the north beaches. Work is being done to improve the on-ramp, leading back to the Santa Monica Freeway at 4th Street.

To reach the parking lots for the south beaches, motorists exiting the Freeway may proceed south to either Pico or Ocean Park Boulevards, which are located about 1/4 to 3/4 miles south of the Freeway, depending on the exit and the street chosen. Signs on the Freeway directing motorists to the south beaches have been installed. This LUP proposes a more comprehensive sign program to ease street congestion by making it easier for drivers to find and use the most efficient route to the beach. In addition, the City has made certain circulation improvements in connection with the Ocean Park Redevelopment Plan. These improvements have, as mentioned in

Chapter II, included the addition of a second entrance, where only one existed, to the South Beach parking lot and the landscaping and re-routing of Barnard Way, paralleling South Beach, to discourage fast driving.

To reach the parking lots serving the north beaches, motorists must continue west on the Freeway, travel through the McClure Tunnel, and proceed north on the Pacific Coast Highway. Beach-bound visitors must turn left from the Highway to use north beach parking lots. The Pacific Coast Highway accommodates a variety of trip types, commuter, shopping, and recreational, so the left-turning movements by beach users are often hindered by and may interfere with southbound traffic traveling from Malibu, Pacific Palisades, and other communities to the north.

Any improvement to the traffic flow along the Pacific Coast Highway will require cooperation with other governmental agencies. The Coast Highway is a State highway under the jurisdiction of the California Department of Transportation (Caltrans). The City must work with this agency in implementing any measures or programs to increase traffic safety and to promote and improve beach access to the City's north beaches. Beach parking lots are a major component of automobile access to the Coastal Zone. There are approximately 5000 parking spaces available in public lots along the beach. About 40 percent of the public parking spaces are located north of the Pier in ten smaller lots located along the Pacific Coast Highway. These lots are interspersed among private residential development and are difficult to see from a distance. Access to these lots requires northbound traffic, which comprises most of the beach-bound traffic, to make a left turn.

About half of Santa Monica's beachside public parking spaces are located south of the Santa Monica Pier, with most of these spaces located in one major lot that extends from Bay Street to the southern City limit. This lot may be entered from either Ocean Park Boulevard or Bicknell Avenue. To reach the entrances, coast-bound traffic must exit the Freeway and travel through the Coastal Zone on either Pico or Ocean Park Boulevards or on other City streets.

An in-depth analysis of Pier parking and circulation issues, addressing current parking needs and anticipated future parking demand and proposing specific parking and circulation changes, is currently underway as part of the Pier development.

Ocean Avenue has metered parking along much of its length. The northern portion of the street is two lanes with diagonal parking along the west side and parallel parking along the east side. The southern half of the street is four lanes, with parallel parking on both sides. Ocean Avenue connects Santa Monica with the Brentwood area of Los Angeles (via San Vicente Boulevard), with Pacific Palisades and the Santa Monica Canyon, and with the Coast Highway via the California Incline. Bike lanes are provided on both sides of Ocean Avenue and connect with bike lanes on San Vicente Boulevard.

Much of the public parking for the downtown area of the Coastal Zone is provided in several parking structures along Second and Fourth Streets. The structures were built in the 1960s. These are paid for by assessment of businesses within the Business Parking Assessment District. One of these structures, No. 5 fronting 4th Street, north of Broadway, is to be augmented with four additional levels.

In addition to the structures, parking is provided by a number of public parking lots, private lots available to the public, metered on-street parking, and private on-site parking. Santa Monica Place has two parking structures, and the Sears store at the corner of Fourth Street and Colorado Avenue has a surface lot. The area is well serviced by Santa Monica buses and SCRTD lines connecting with the greater Los Angeles area. Nearby residents may walk to shopping. As discussed in Chapter II, there has been significant growth and development in the Downtown area in recent years, including the renovation of the Third Street Promenade, with outdoor dining and movie complexes fronting it. New office buildings on the edges of downtown provide on-site parking sufficient to their needs.

Many beachgoers, particularly in the south part of the City, avoid the beach parking lots which charge for parking, and park on nearby public streets. On summer weekends, most on-street parking spaces as far inland as Third Street are occupied. This has led to complaints by both residents and merchants in the Ocean Park area and, as discussed in Chapter II, the creation of preferential parking areas for residents in the South Beach Tract between Ocean Park Boulevard, Barnard Way, Hollister Avenue, and Neilson Way. Along Main Street, the principal commercial area, the City has installed parking meters to assist in reserving those spaces for Main Street visitors. Inland of 4th Street, the parking problem is less intense and does not appear to be related to beach or Main Street visitors.

There are additional public parking facilities in other areas of the Coastal Zone but, while they may provide parking for some beach visitors, these facilities are not considered to be "beach parking" because of their inland locations. These facilities primarily serve employees, shoppers, and businesses in the inland areas of the Coastal Zone.

Some Downtown parking has been required to be available for beach visitors as well as other users. The Coastal Commission approved the Santa Monica Place development and an office building at 201 Santa Monica Boulevard on the condition that these two non-coastal dependent uses make their parking available for beach visitors.

In addition to the public parking lots in the Downtown area, there are public lots in the Civic Center and Main Street areas. The Civic Center contains public parking spaces adjacent to the Civic Auditorium and metered public parking spaces adjacent to the City Hall. The Main Street area contains public parking spaces in surface

parking lots behind Main Street businesses on the west side of the street. These lots are numbered as follows: 2, 9, 10, 11, and 26. Most of these parking spaces are metered and available to the public. The remainder are available only to persons who have purchased a parking permit.

All of these inland parking spaces lie between 1/4 and 1/2 mile from the ocean. The parking spaces located in the Downtown and Civic Center areas are separated from the beach by the palisades bluffs or the oceanfront hillside. Main Street parking is connected to the beach by a pedestrian and bicycle path through the Ocean Park Redevelopment Project. To help enhance the usefulness of these inland parking facilities for beach access, this LUP proposes maintenance of the existing bus system and the implementation of a shuttle system linking these facilities with the beach. The latter is discussed in greater detail in the next subsection, Transit Access.

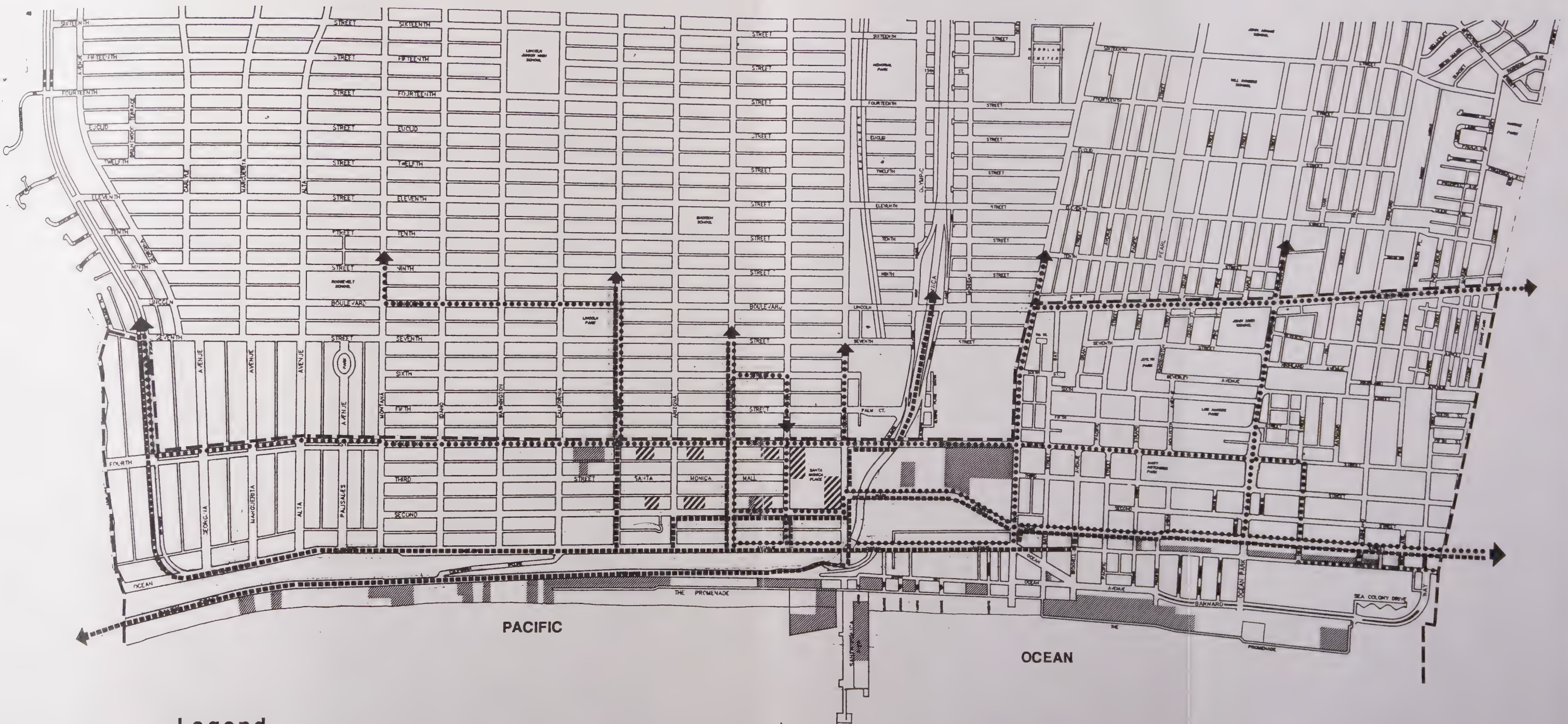
Except in the Downtown Parking Assessment District, all new commercial and residential construction in the Coastal Zone is required to provide sufficient on-site parking. However, in some residential and commercial areas, older buildings still predominate. These do not generally provide parking adequate for the uses they contain. This LUP requires that new development continue to provide adequate parking and that larger residential developments mitigate their impact on on-street parking by providing visitor parking on-site.

Many of the City's access problems are regional transportation issues and require that the City work with other responsible entities to find solutions. The City has a history of cooperation with other agencies. The City actively participates in the work of the Southern California Association of Governments, and has testified before the Coastal Commission regarding the traffic impacts anticipated from build-out permitted in the Marina/Ballona Wetlands area by the adopted LCP, and in Malibu and the Venice Canals/Peninsula areas by their LCPs. Efforts to work with adjacent jurisdictions and with other agencies will continue.





Transit Access

The Coastal Zone is served by two transit agencies: the Santa Monica Municipal Bus Lines and the SCRTD. The Santa Monica Bus lines currently has seven routes that serve the Coastal Zone area. The two lines that operate along Pico and Ocean Park Boulevards provide the most direct service to the beach.

The SCRTD has six bus routes that serve the Coastal Zone area within Santa Monica, with two lines that operate near the beach on the Pacific Coast Highway. Neither line makes stops along the Coast Highway in Santa Monica.



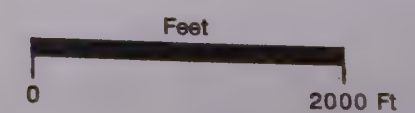
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-  SCRTD BUS ROUTES
-  SANTA MONICA BUS ROUTES
-  PUBLIC PARKING LOTS
-  DOWNTOWN PARKING STRUCTURES

MAP 5

Public Transit and Parking

SANTA MONICA LOCAL COASTAL PROGRAM



A number of factors must be considered in exploring direct bus service to the beach. These factors are especially worth considering as a rationale for a shuttle bus system linking the beach to the rest of the Coastal Zone:

1. The peak demand for bus service to the beach is not a regular occurrence. Beach use is heaviest on warm weekends or holidays, which do not occur on a regular basis.
2. Automobiles can travel to the beach in a shorter period of time, since they are not required to stop and pick up or discharge passengers. Traffic congestion will slow both automobiles and buses equally.
3. Automobiles provide direct service between home and the beach (depending on the availability of beach parking).
4. Automobiles provide more convenient service because they are available at all times and provide sufficient space to carry beach equipment.
5. Some beach lots are not used when parking demand is low to reduce the need for parking lot attendants.
6. The largest concentrations of beach users on the sand are generally near the larger parking lots and pedestrian bridges.

As an alternative to the private automobile, this LUP contains policies that are intended to enhance bus service to the beach and thus promote bus ridership by beach visitors.

In an effort to help reduce the increase in traffic congestion in the Coastal Zone, to improve access to the beach and to more efficiently use Coastal Zone and other inland parking areas, this LUP proposes that bus service be maintained and that a shuttle system serving the beach, major recreation and visitor serving areas and facilities, and peripheral parking areas be implemented. The above factors listed involving direct bus service to the beach support this recommendation. Shuttle users could travel throughout the Coastal Zone without moving their automobiles. Beach users could be directed to peripheral parking lots when beach parking lots are full. Peripheral lots could be established in the Civic Center area, or in large lots outside of the Coastal Zone. The shuttle could serve the beach area, the Pier, and other popular coastal destinations. With the growth in number of hotels and other visitor-serving facilities in the Coastal Zone, as well as the growth of business in the downtown area to be induced by the Promenade, parking and circulation needs could be much alleviated by a shuttle bus system.

The developers of some recent office and hotel projects have been required to participate in implementing the shuttle service including the Holiday Inn Bayview Plaza developers. Policies in this LUP intend that both the City and private development continue to share responsibility for implementing and maintaining any shuttle system in the Coastal Zone.

Bicycle Access

Three types of bikeways are located in the Coastal Zone:

1. Bike Path - which is a bikeway that provides a completely separated right-of-way for the exclusive use of bicycles, with a minimum of intersections for automobile crossings.
2. Bike Lane - which is a bikeway that provides a clearly marked right-of-way along the street either adjacent to the curb or to the parking lane that identifies it for bicycle use only but which automobiles may cross at corners or driveways.
3. Bike Route - which is a bikeway that is identified by individual street signs or street markings as being appropriate for bicycle travel. Since the bicyclist shares the right-of-way with the motorist, bike routes are generally identified only on streets with less traffic where the street can be safely shared by bicycles and automobiles.

The only bike path in the Coastal Zone is located on the beach. It extends from the south City border to the north City border, and is part of a regional bike path which extends south through the South Bay cities at the southern rim of Santa Monica Bay.

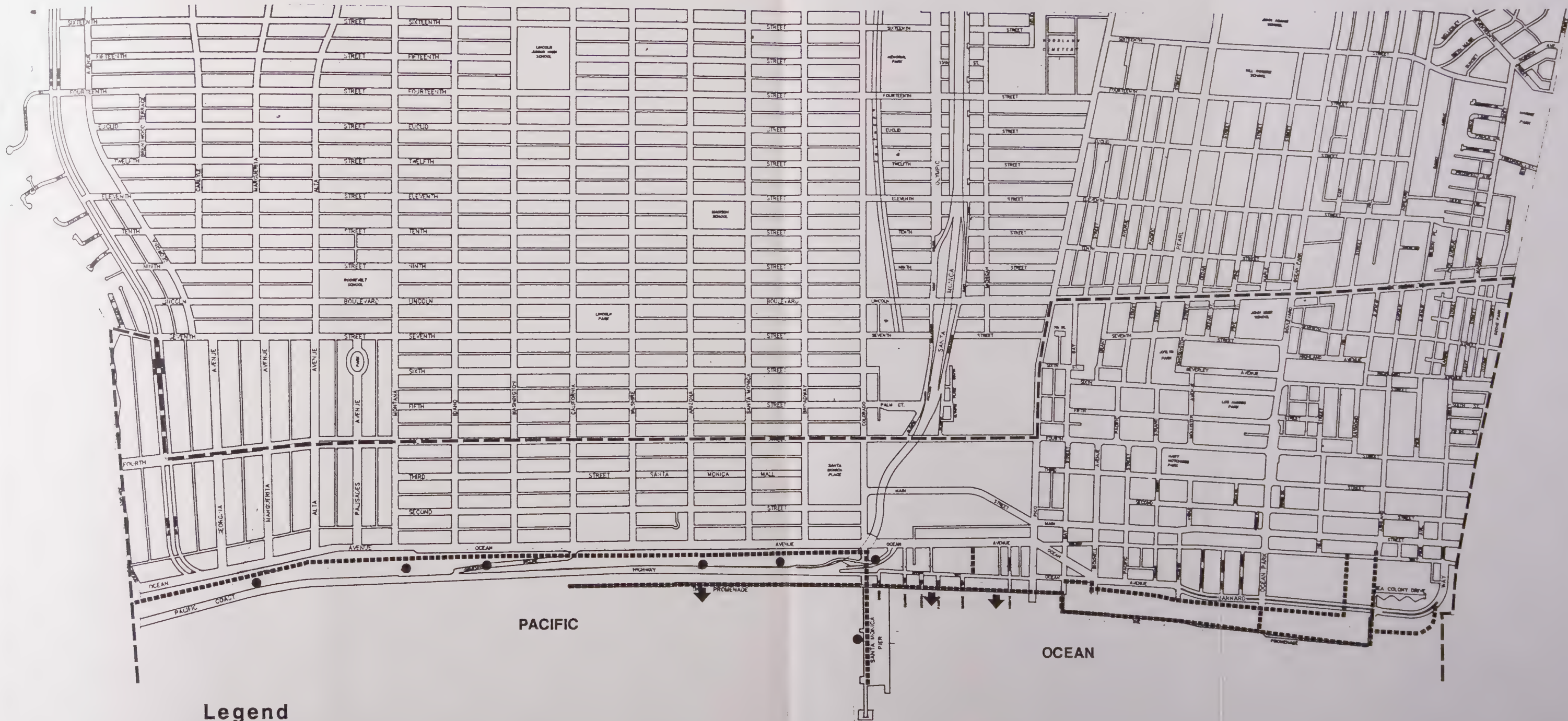
To reach the bike path, cyclists have two options: they may bring their bicycles with them in a car, or they may ride their bicycles on City streets. There are several bicycle lanes in the City Coastal Zone that facilitate beach access by cyclists. The area's primary bike lane extends the length of the Coastal Zone along San Vicente Boulevard, Ocean Avenue, and Barnard Way. Only the portion along Barnard Way provides direct beach access. Additional bike lanes are located on California Avenue, Broadway, and Ocean Park Boulevard which intersect the primary bike lane on Ocean Avenue and Barnard Way. There is a designated bike route on Fourth Street north of Wilshire Boulevard, which intersects the bike lane on San Vicente Boulevard and on California Avenue. Policies in this LUP propose to expand the bike lane and route systems to promote bicycle access to the beach and through the Coastal Zone.

Pedestrian Access

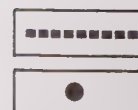
Pedestrian access to and along the beach is generally adequate. Pedestrian access along the beach is provided by the Promenade, which extends from the southern City limit north to the California Incline. The Promenade is adjacent to the beach.

Pedestrian access to the Pier is possible from several points, Colorado Avenue, the Promenade, and the beach. A pedestrian overpass with a ramp extends down from the intersection of Colorado and Ocean Avenues, and represents the principal access to the Pier. This ramp provides two lanes of traffic and two sidewalks. Access to the Pier by these sidewalks is difficult for the disabled due to the grade and the narrowness of the sidewalks. Pedestrian access to the Pier is also available on the north and south sides of the Pier by two sets of stairs from the beach. Pier restoration has involved plans proposing additional access from the Promenade and from adjacent parking areas. Construction of improved access from the Promenade, a viewing deck, a children's play area, and additional retail space have also been added to the Pier and its vicinity.

Sidewalks along City streets provide adequate pedestrian access directly to the south beaches. Pedestrian access is also provided by a pedestrian walkway that meanders through the Ocean Park Redevelopment Project, connecting Main Street and the beach at Ashland Avenue. Sidewalks also provide adequate pedestrian access to Ocean Avenue and Palisades Park on the north end of the Coastal Zone. However, direct pedestrian access to the north beach from Ocean Avenue and Palisades Park is more limited due to the physical constraints of the palisades bluffs and safety problems resulting from the high volume and speed of traffic along the Pacific Coast Highway. Pedestrians can safely reach the beach from Palisades Park only by using four pedestrian bridges over the Pacific Coast Highway located at Montana Avenue, the California Incline, Arizona Avenue, and Broadway that are reached from stairs that descend from the top of the bluffs. The overpasses provide safe pedestrian access over the Coast Highway but, because of the stairways, the overpasses may not be usable by some members of the public who cannot easily use stairs. Hazardous traffic conditions along Pacific Coast Highway limit the opportunities for safe pedestrian access to areas of overpasses, bus stops, and off-street parking lots. At present, such vertical access exists every several hundred feet. On the south beach, several walkways across the sand to the water make the beach and ocean more accessible to people who have difficulty walking because of age or physical disabilities. Similar improvements will occur on the north beach as well.



Legend



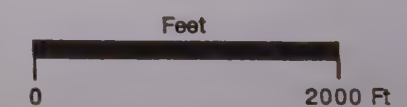
PEDESTRIAN PATHS AND ACCESSWAYS

PEDESTRIAN ACCESS POINTS

MAP 7

Pedestrian Access

SANTA MONICA LOCAL COASTAL PROGRAM



RECREATION AND VISITOR-SERVING FACILITIES

Recreation and visitor serving facilities are varied in the Coastal Zone and range from the recreational opportunities offered by the Santa Monica Pier and the beach to visitor serving hotels, restaurants, and shops located in the Downtown, Oceanfront, and Main Street areas.

Santa Monica State Beach

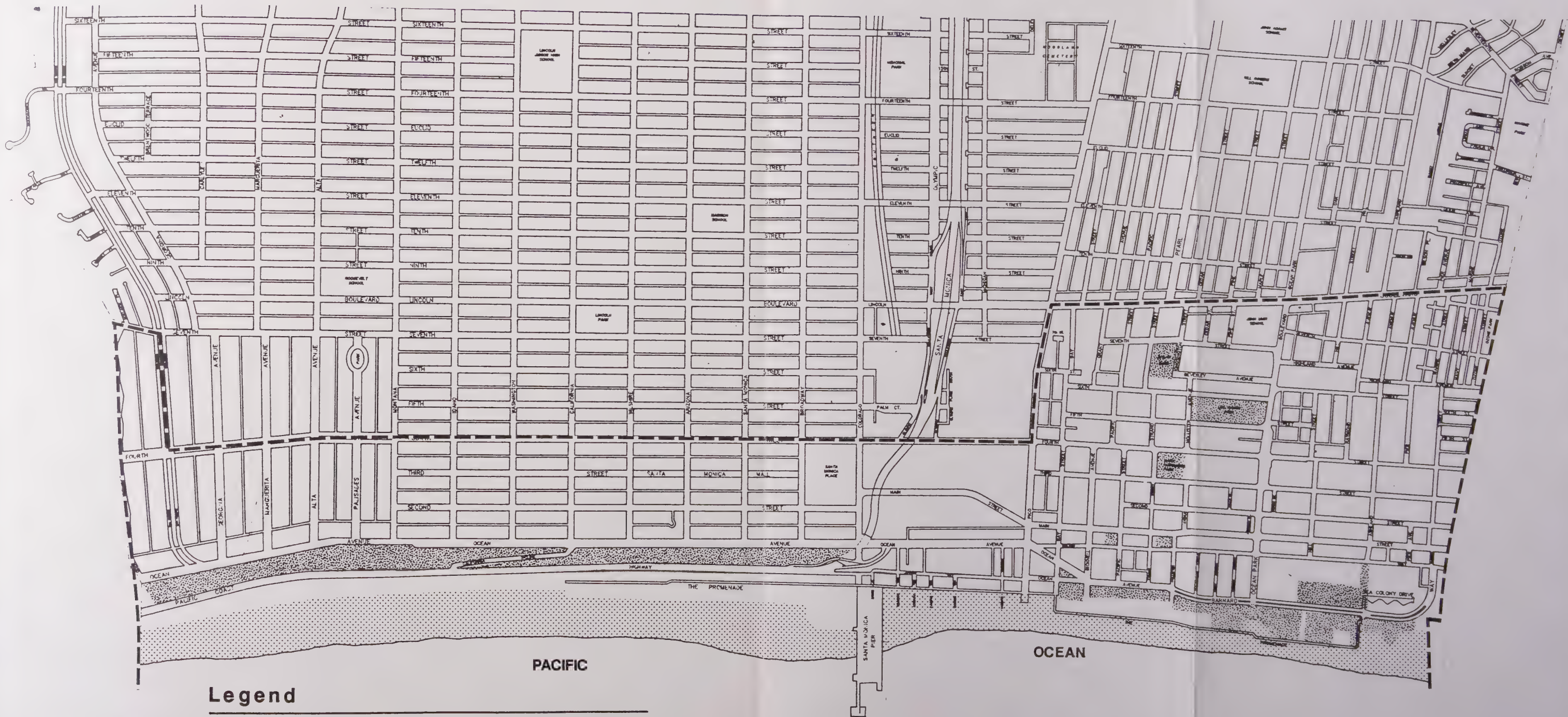
Chief among the impressive array of coastal recreational and visitor- serving facilities is the nearly three miles of public beach. Santa Monica State Beach is the most heavily used beach in Los Angeles County and quite possibly one of the most intensely used in the State. Beach use is heaviest during summer weekends, but the stream of visitors continues year round. Beach visitors swim, surf, sunbathe, jog and bicycle along the bike path, barbecue in some picnic areas, stroll the promenade, play volleyball on the sand, and use the swings and other equipment at "Muscle Beach" south of the Pier. The beach is equipped with restrooms. Existing barbecue facilities, particularly numerous in the south beach area heavily used. Food concessions operate at numerous locations along the beach. Additional food facilities are located on the Pier.

The beach is operated by the City of Santa Monica under an agreement with the State of California. The City will continue to cooperate in plans to improve visitor facilities on the beach, consistent with the basic goals of the Coastal Act and this LUP of providing resource and view protection and lower-cost visitor-serving facilities.

Santa Monica Pier and Breakwater

Equally significant to the beach are the recreational opportunities offered by the Santa Monica Pier. This Pier is City-owned and operated, with private lessees maintaining individual businesses. Most of the Pier area is devoted to public uses. The Pier (as well as the beach) is part of the federally designated Santa Monica Mountains National Recreation Area, most of which is located north and inland of Santa Monica.

As discussed in Chapter II, Santa Monica Pier is one of the last remaining Southern California pleasure piers offering significant amounts of low-cost public recreation opportunities. Unlike most other piers, Santa Monica Pier has retained its primarily public use character. Commercial development is primarily small-scale beach-oriented retail, restaurant, and amusement facilities. The City receives revenue from the businesses on the Pier and from the parking on the Pier. Much of the public recreational use of the Pier does not require spending money. The western end of



Legend



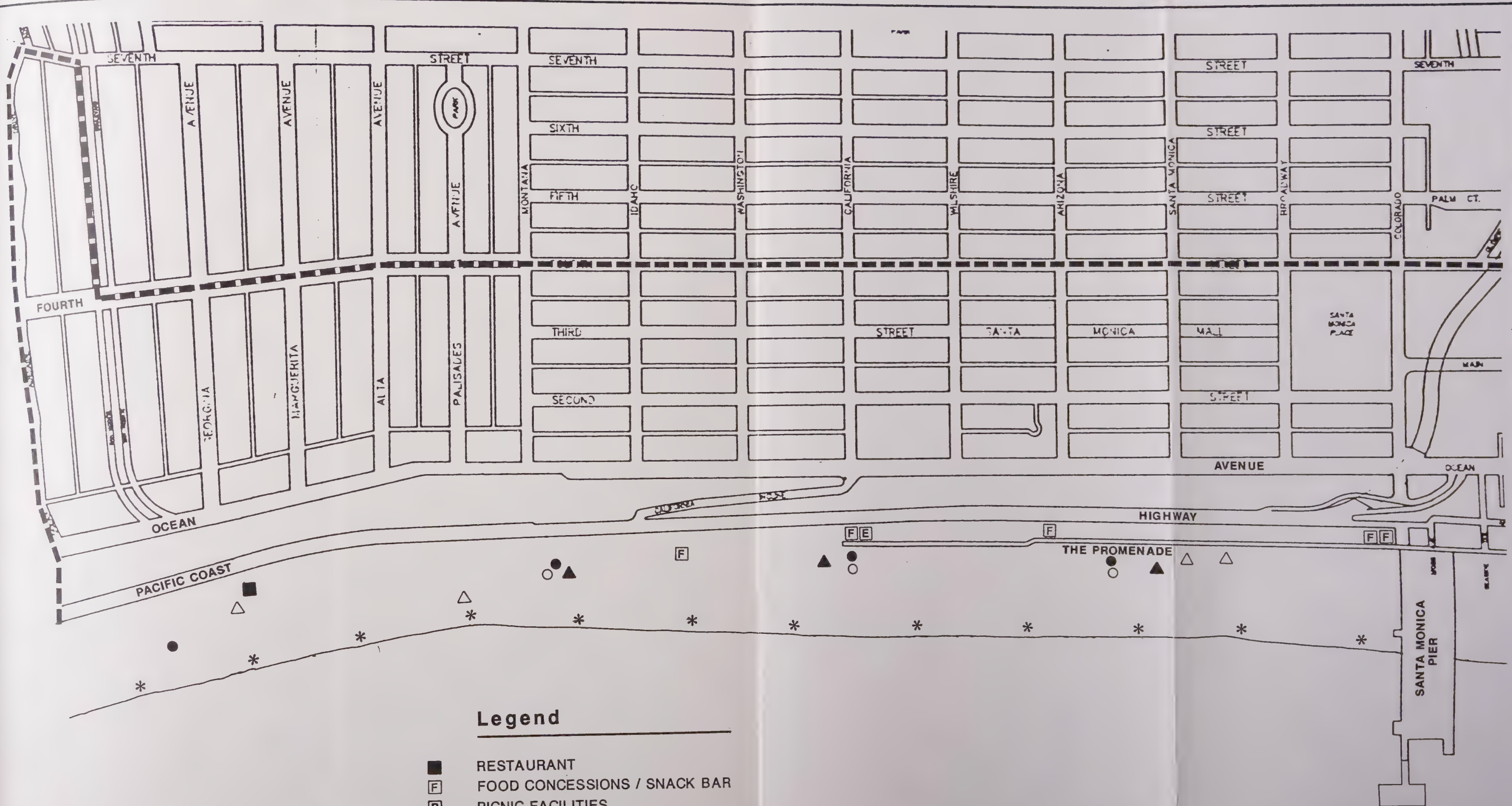
PARKS AND LANDSCAPING

SANDY BEACH

MAP 8 Recreation Map SANTA MONICA LOCAL COASTAL PROGRAM

Feet
0 2000 Ft





Legend

- RESTAURANT
- [F] FOOD CONCESSIONS / SNACK BAR
- [P] PICNIC FACILITIES
- * LIFEGUARD STATION
- [E] EQUIPMENT CONCESSIONS
- ▲ PLAYGROUND
- △ VOLLEYBALL COURTS
- RESTROOMS
- SHOWERS

MAP 9A

Visitor-Serving Facilities

SANTA MONICA LOCAL COASTAL PROGRAM



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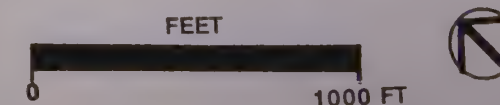
- RESTAURANT
- [F] FOOD CONCESSIONS / SNACK BAR
- [P] PICNIC FACILITIES
- * LIFEGUARD STATION
- [E] EQUIPMENT CONCESSIONS
- ▲ PLAYGROUND
- △ VOLLEYBALL COURTS
- RESTROOMS
- SHOWERS



MAP 9B

Visitor-Serving Facilities

SANTA MONICA LOCAL COASTAL PROGRAM



the Pier and other parts of the edge of the Pier are used for fishing. As Pier fishing does not require a fishing license, it is an important source of recreation for people with a limited income. Funds from the Wildlife Conservation Board are being used to improve the fishing areas of the Pier. The City has applied to the State Coastal Conservancy for funds for overall restoration of the Pier.

As discussed in Chapter II, in 1973, 80 percent of the City voters overwhelmingly approved an initiative requiring preservation of the Pier. After a number of studies and plans, the City enlisted the assistance of the State Coastal Conservancy in conducting a series of community-wide workshops to develop a restoration program. Because the Pier is truly a regional resource, the City invited anyone interested to attend and participate in the workshops. People from 28 communities responded. Much restoration has already taken place. The carousel, now on the National Register of Historic Plans, is a popular tourist attraction and movie/TV location, and has undergone major restoration involving the machinery, the horses, and both the interior and the exterior of the building.

The first new development, Carousel Park, was completed in 1986. Carousel Park includes a new accessway improving the Pier's connection with the Promenade, an overlook area for volleyball spectators, and additional leasable retail space under an expanded Pier deck. This park also includes a children's play area, sitting areas, and a sculpture with a water feature. A major component of the Pier restoration and improvement program is the reconstruction of portions of the Pier which were damaged or destroyed in storms in the winter of 1983. This work will be complete in January 1990.

This work has had four identifiable components. The first was completed in 1986-87 and involved strengthening the existing timber portion of the Pier. The second reconstruction of the southwest portion of the Pier was completed in 1988. Remaining to be done is the reconstruction of the narrow west end of the northern portion of the Pier in concrete. The City is also working with the Corps of Engineers on stabilizing 900' of the existing breakwater at 6' and extending it 300' to the south. The Corps has completed the Reconnaissance Study and is awaiting a decision from the Secretary of Army on going ahead to the next phase, which is the Feasibility Study.

North Beach Club Facility

Several beach clubs are currently located in the north beach area. One of these, the Sand and Sea Club, is located on State-owned land. The facility was once part of the Marion Davies estate and her former north guest house, designed by Julia Morgan, has been designated as a City Landmark. As discussed in Chapter II, a hotel and community center are proposed for this site.

Palisades Park

Palisades Park is a major visitor serving facility. It offers a quiet, more passive recreational opportunity and an alternative to the sandy beach. The Park provides spectacular views of the Santa Monica Bay, and major park activities include sitting, strolling, and jogging. Within the Park are restrooms, a visitors information booth, a Camera Obscura, a rose garden, a shuffleboard area, a Senior Citizens Center used for community meetings as well as ongoing recreation programs for older persons, large trees, numerous benches, commemorative statues and monuments. Many elderly people find this park a restful and attractive alternative to the beach. The elderly are able to enjoy the sea air and ocean views, while being able to walk on level ground, grass, and paved paths, which are easier to negotiate than sand. Shade trees and benches provide for more comfortable resting areas than the open sandy beach. The entire bluff-top length of the Park is fenced for safety.

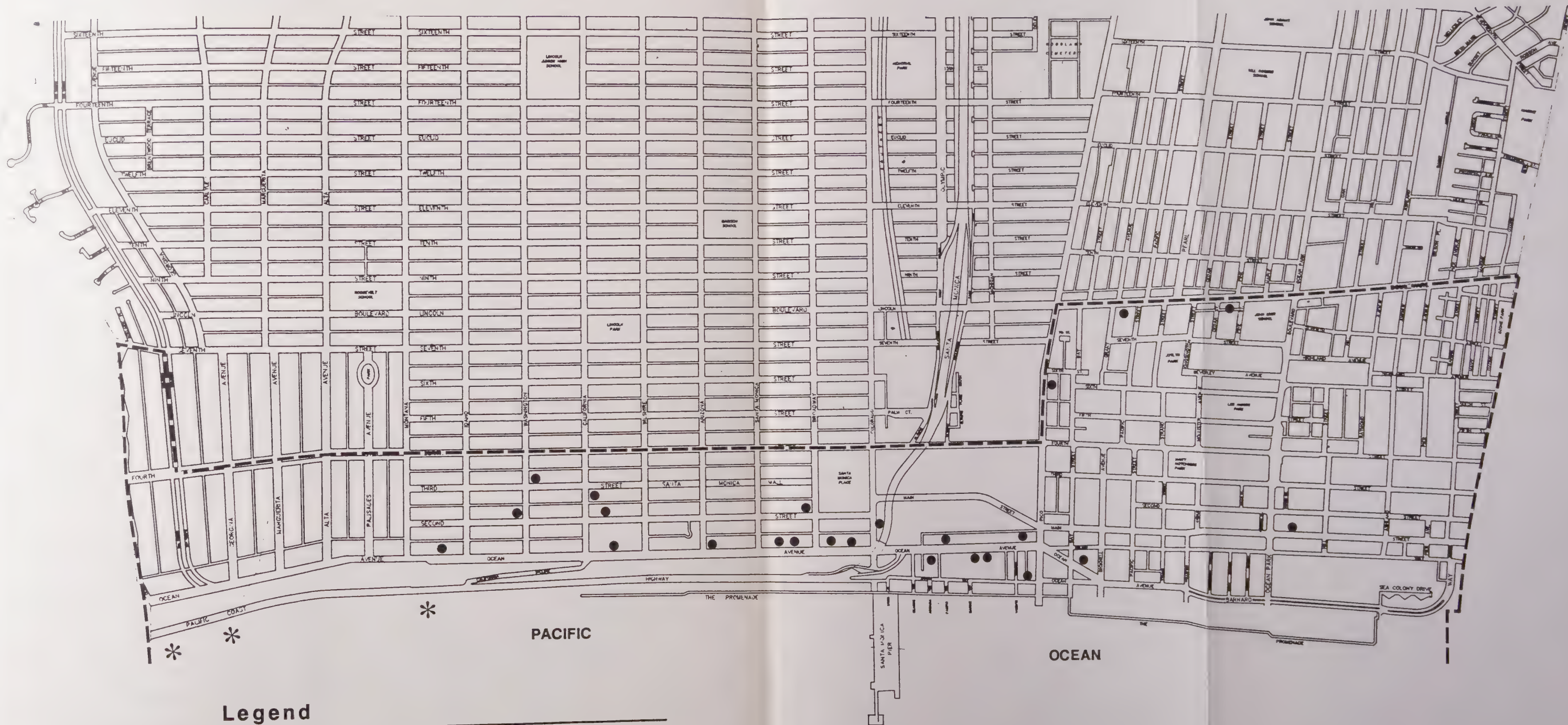
Hotels and Motels

The Coastal Zone offers a variety of tourist accommodations. Most of the hotel and motel rooms in the Coastal Zone are located in and around Ocean Avenue. A large percentage of these rooms are located in hotels and motels that are considered by the Santa Monica Convention and Visitors Bureau to be low-budget facilities, but these have been joined by many first-class hotels rooms.

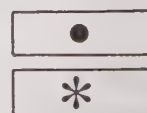
The hotels and motels on Ocean Avenue north of Colorado Avenue are more closely associated with the downtown area than with the beach. South of Colorado Avenue to Pico Boulevard, the Ocean Avenue hotels and motels are more beach-related. Those located on the west side of Ocean Avenue extend to within one block of the sandy beach.

Santa Monica's Coastal Zone has been well-suited for the recent hotel development because of the area's ease of access to the entire Los Angeles basin, its nearness to Los Angeles International Airport, and its proximity to the Santa Monica Mountains National Recreation area, Malibu, and, of course, the ocean. Many of the existing hotel/motel accommodations are older structures. A good percentage provide affordable rooms, compared to Marina del Rey or Malibu, which are the nearest major coastal-oriented hotel areas. These have been augmented by several projects involving first-class accommodations, most notably Loew's Hotel on Ocean Avenue south of the Pier.

As its share of hotel facilities of all kinds increase, along with its share of other coastal-related, visitor-serving facilities, the City will strive to maintain affordable visitor serving facilities in the Coastal Zone, as well as viable residential neighborhoods. Continued hotel development is also planned for the Downtown area of the Coastal Zone. With the implementation of a convenient shuttle connecting



Legend



HOTELS AND MOTELS

BEACH CLUBS

MAP 10

Hotels, Motels and Beach Clubs

SANTA MONICA LOCAL COASTAL PROGRAM

Feet
0 2000 Ft



the Downtown with other visitor areas, the Downtown area is becoming a more attractive location for tourist accommodations.

Third Street Promenade

The Third Street Promenade was historically the City's primary retail core. Recently, this function had shifted to other commercial areas and to Santa Monica Place. However, recent revitalization of the Third Street Promenade and the surrounding area should assist in assuring that this concentration of retail, entertainment, and the social service uses will remain to serve a wide range of Santa Monica residents and visitors from nearby communities. As discussed in Chapter II, the strength of this area is to be maintained and enhanced by the renovation of the area within facilities for outdoor dining and entertainment complexes.

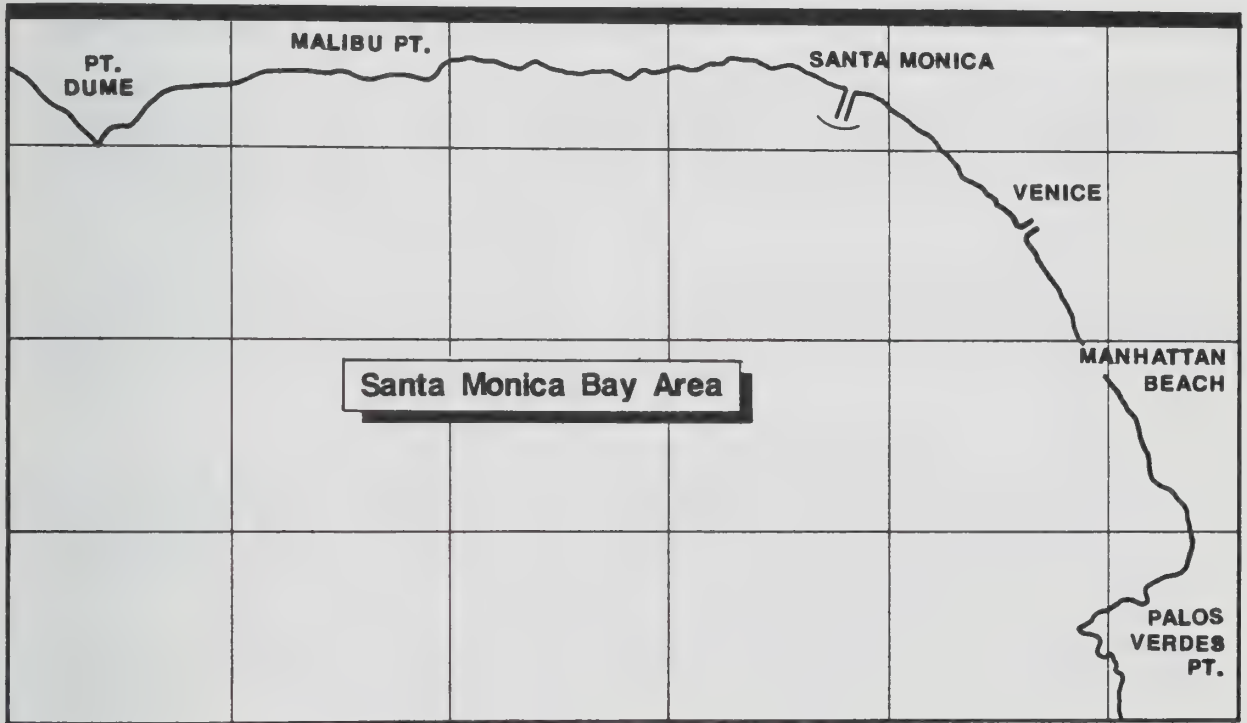
Main Street

Main Street from Pico Boulevard to the southern City limit, particularly south of Ocean Park Boulevard, is a major visitor destination. This area, located only a short walk from the beach, offers a variety of restaurants, art galleries, and retail specialty stores (antiques, art objects, high fashion clothing). The Main Street area contains several historic structures. Heritage Square at Ocean Park Boulevard consists of two City-owned locally historic houses moved to the site to make way for a condominium project on Ocean Avenue. The Parkhurst Building (at Pier Avenue) is a City Landmark and has been listed on the National Register of Historic Places. The Merle Norman Building (at Ocean Park Boulevard) is also architecturally noteworthy.

Santa Monica's role as a major visitor destination involves a number of costs incurred in providing services to handle the visitors' needs. While the community benefits from the visitors, as do the businesses which serve visitor trade, the community is also concerned about being able to recover the associated costs. A major goal of the LUP is to improve the links among the various visitor areas of the City. This will be accomplished in part by requiring mitigation for the additional costs placed on the City by new visitor-serving development, with the mitigation designed to enhance the visitor-serving areas.

ENVIRONMENTAL QUALITY

Santa Monica is located on the eastern shore of Santa Monica Bay. (See Map 11: Santa Monica Bay.) Santa Monica Bay qualifies as an estuary because it is fed by what were historically sources of fresh water; mainly Ballona Creek and the Los Angeles River. It has been designated an estuary to qualify for money from the Environmental Protection Agency toward its clean-up and re-purification. The San Francisco Bay now operates under the same program and it too has been designated



MAP 11

Santa Monica Bay

SANTA MONICA LOCAL COASTAL PROGRAM



an estuary. Most of the coast of Santa Monica Bay, which is a submerged extension of the Los Angeles Basin, is made up of sandy beaches. Although vastly different from 100 years ago, the beaches appear to have stabilized over the last 40 years in part because of the addition of Piers, groins and other man-made structures.

There are four issues involving environmental quality surrounding Santa Monica's Coastal Zone: offshore marine habitat, quality of storm water and other run-off, beach stability, and bluff stability.

Marine Habitat

The waters off Santa Monica Bay support several species of fish and attract wildlife such as Brown Pelicans, seals, sea lions and the Least Tern. Both the Brown Pelican and the Least Tern have been identified by the California Department of Fish and Game as endangered species.

Although several commercial species of fish occur in Santa Monica Bay, no commercial fishing, except bait fishing, is allowed within the Bay's boundaries. Bait fishing for anchovies used in the sport fishing industry is allowed only beyond a depth of 300'.

Seabird and shorebird fauna at Santa Monica are likely to include the common shorebirds such as long-billed curlews, marbled godwit, snowy plover, willet, sanderling, western sandpiper, and least sandpiper. Several endangered or threatened species occur off the Southern California coast such as the American peregrine falcon, Southern bald eagle, California brown pelican, California least tern, Belding's savannah sparrow, and the California gray whale. Those likely to be present near Santa Monica are the California brown pelican and the California least tern.

The California brown pelican breeds on offshore islands and rocks, and forages throughout the area, largely on anchovy. The California least tern is a migratory species which breeds on the sandy beach and dirt habitats of Venice Beach and feeds in nearshore waters. The Venice Beach nesting site is the most active least tern breeding areas in Los Angeles County and one of the most productive in California. During one receptor, an estimated 140 to 150 nesting pairs produced 140 fledglings. At mid-season, of another year, 140 to 152 nesting pairs and 100 fledglings were sighted. Clearly, this site is a critical breeding area for the least tern. Nearshore foraging areas in the proximity of Santa Monica Pier are important feeding sites.

Although the Least Tern foraging area has not been designated a critical habitat area and thus subject to special regulations, the Department of Fish and Game (DFG) has indicated that Pier restoration would not impact the foraging area (which extends south to Marina del Rey) but that additional boating could. The City intends that

the habitat area be protected, and will consult with DFG and all appropriate agencies prior to instituting improvements that will increase boating activities.

California gray whales traverse the ocean off the Southern California coastline each year during their migration from Alaska to Baja California. The majority of whales follow an offshore path, but heavy concentrations have been sighted at Point Dume and Point Vicente, west and east of Santa Monica Bay. Individual whales occasionally enter Santa Monica Bay, but they usually go directly from headland to headland. Gray whales apparently avoid coastal embankments and coastal areas of high turbidity, especially after periods of run-off.

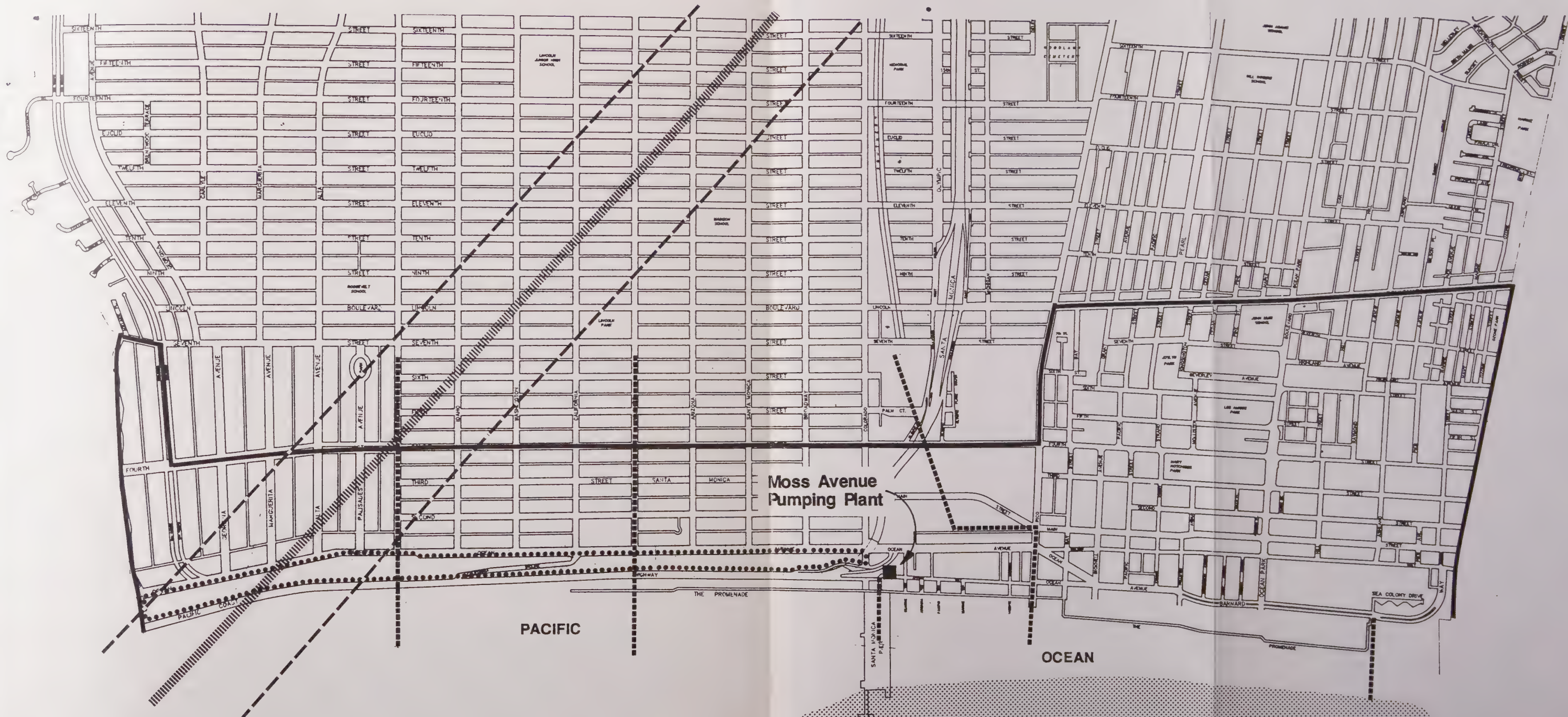
Evidence is accumulating that Santa Monica Bay is seriously polluted with a variety of toxic contaminants. Major sources of pollution are located along the Bay but outside the City of Santa Monica. These include a former DDT manufacturing site in Torrance, which has left a deposit of hazardous waste material that still sits in the bay, two sewer outfalls operated by the City of Los Angeles and the County of Los Angeles, and sewage spills in Ballona Creek. County Flood Control District storm water discharges in Santa Monica Bay also contribute to the problem.

Responsibility for the Bay's environmental quality and its impact on human health is fragmented among a number of Federal, State, and local agencies. For example, primary responsibility for managing natural resources rests with the California Department of Fish and Game; County and State Health departments monitor fish caught; the U. S. Environmental Protection Agency identifies sources of pollution; etc. Designation of Santa Monica Bay as a Superfund site has been sought.



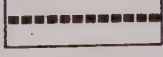

In the face of this serious problem, the City can protect the marine habitat only by prohibiting development that would add pollution or interfere with existing biological communities and by working with all relevant agencies toward cleaning up and maintaining the Bay. All development proposals affecting the marine environment will be subject to the provisions of the California Environmental Quality Act (CEQA), and the City will solicit the advice of all relevant State and Federal agencies in reviewing the environmental impact of proposals.

Quality of Storm Water and Other Run-off

Although five storm drains empty into the bay along Santa Monica's shoreline, the City does not have jurisdiction over the pipes and channels or their content. The drains are located at Montana Avenue, Wilshire Boulevard, the Pier, Pico Boulevard, and Ashland Avenue. Because of shifts in the tide line and the sand, the drains now generally terminate on the sand just short of the ocean. The storm drains are controlled by the Los Angeles County Flood Control District.



Legend

-  LEAST TERN FORAGING AREA
-  PALISADES BLUFFS PRESERVATION AREA
-  MAJOR STORM DRAINS
-  FAULT LINE WITHIN HAZARD MANAGEMENT ZONE

MAP 12

Environmental Resources and Hazards Map

SANTA MONICA LOCAL COASTAL PROGRAM

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The tasks of monitoring the quality of Los Angeles County coastal waters is conducted primarily by three groups:

1. The Los Angeles County Sanitation District.
2. The Los Angeles City Bureau of Sanitation (Hyperion Waste Discharge Monitoring).
3. The Southern California Coastal Water Research Project.

In addition, the Coast Guard and Lifeguards Agency respond to any incidents which may occur involving point pollution sources (spills). The Santa Monica City Water Division monitors the Pico-Kenter Storm Drain outfall at the western end of Pico Boulevard. The City will continue to assist these agencies in fulfilling their responsibilities to monitor run-off and correct problems.

The Pico-Kenter storm drain has been upgraded so that it plays a role in improving the water quality of the bay. The Pico-Kenter storm drain's improvements have also made it the first storm drain in the entire metropolitan area to have a device that monitors pollutants within it. A special feature of the Pico-Kenter storm drain is a sensor/alarm and slide gate system that detects hydro-carbon vapors within the storm drain and limits their discharge into the bay.

Bluff Stability

The Coastal Act requires that development be sited to avoid unnecessary geologic hazards. Potential hazards in the Santa Monica Coastal Zone are created by a fault zone that crosses the Coastal Zone roughly from Montana Avenue north, by erosion and instability in the Palisades bluffs, and by the possibility of liquefaction in the sandy beach area. All buildings in the City are required to meet applicable seismic standards of the Uniform Building Code.

The entire bluff top, north of Colorado Avenue is in public ownership and is in park use. No further development except small park-related projects will be permitted closer to the bluff edge than the inland side of Ocean Avenue. The inland side of Ocean Avenue is about 200' to 300' from the bluff edge, so new private development on Ocean Avenue will be limited to 320' from the bluff edge due to the required front yard setback.

The Palisades bluffs are too steep to sustain much vegetation and, as the major natural landform in Santa Monica, are protected by the Coastal Act from significant alteration. However, the bluffs' erosion and periodic sliding pose a potential public safety problem. There have been proposals to shore up the bluffs by developing against them from below. These proposals have been rejected as economically and

structurally infeasible, and as contrary to coastal protection policies that require minimizing alteration of natural landforms, and avoiding the degradation of visual and scenic resources. To help stabilize the bluffs, the City is looking at a way to redesign and replace the Palisades Park irrigation system. This alternative will involve redesigning and replacing the Palisades Park irrigation system, so that water is directed from the bluff face to Ocean Avenue and the storm drain system.

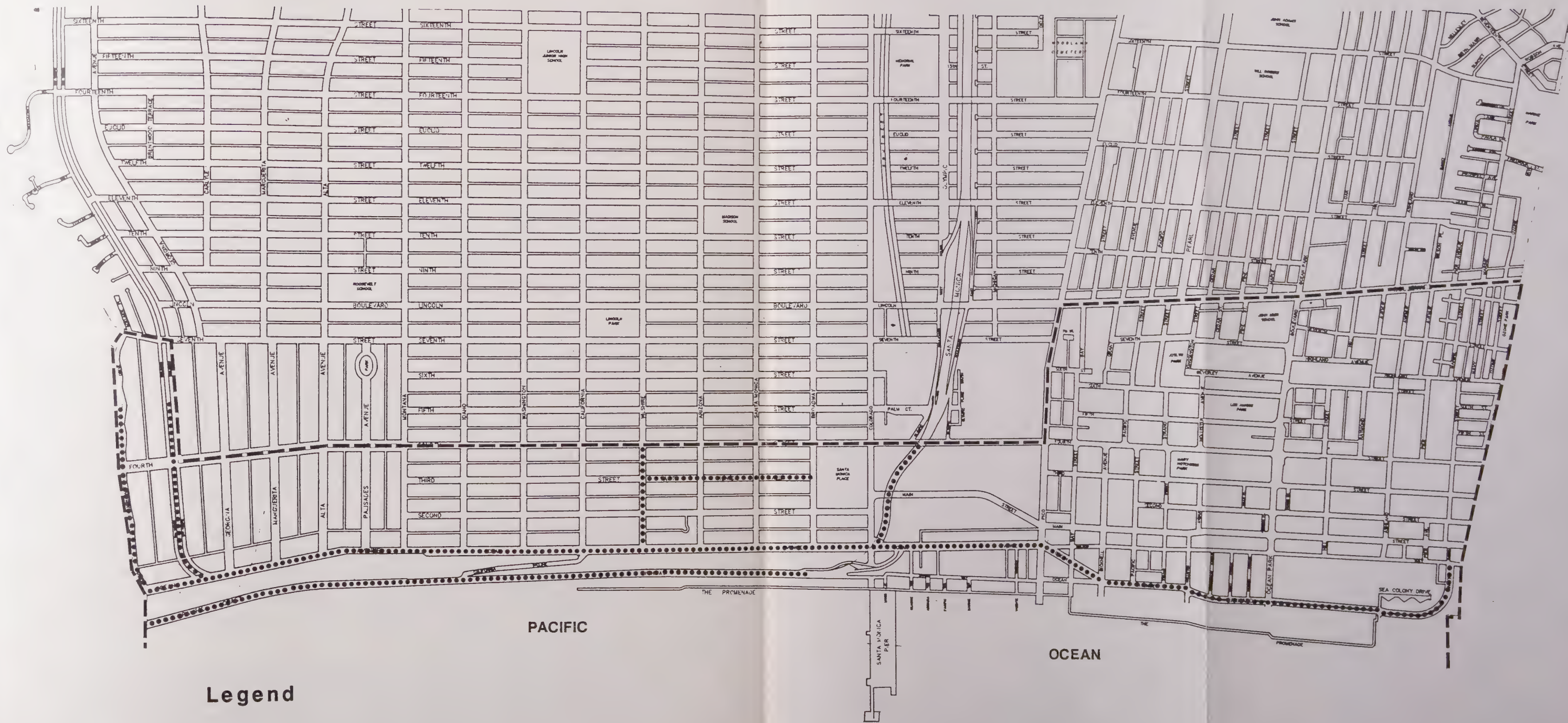
SCENIC AND VISUAL RESOURCES

Santa Monica's major scenic resources are those associated with the beach and the bay, the Pier, and the palisades bluffs. Policies in this LUP are directed toward preserving and enhancing the public views associated with these resources, as well as improving the visual quality of the inland urbanized area of the Coastal Zone.

A viewshed changes to create new viewsheds as a viewer moves from point to point. The speed at which the viewer moves changes the viewshed experience. The views for pedestrians walking along Palisades Park change slowly and subtly. The viewer has time to study and appreciate the vistas. The views for motorists in a moving car change rapidly. The views for westbound motorists emerging from the McClure Tunnel at the end of the Santa Monica Freeway begin with a dramatic sweeping view of the ocean, sky, beach, and mountains. This vista is quickly changed as the motorist travels north, with the view becoming narrowed by buildings and bluffs. Views of the ocean become intermittent.

The City has established the architectural review board to monitor the design of projects. The Architectural Review Board reviews and approves the design of new development and remodeling in all areas except R-1 (single-family residential) areas. However, in certain special circumstances architectural review will take place in R-1 zones. Thus, it will have jurisdiction over much of the anticipated development in the Coastal Zone. The Board generally requires that development be "compatible" with its surroundings, and that the design is of a consistent style and character. As mentioned earlier, City Landmarks Commission reviews and approves new construction and remodeling on the Pier to ensure that such changes are consistent with the historic nature of the Pier, and reviews all proposals affecting historic structures.

Both the City and the Coastal Commission have required that new development incorporate view corridors. Examples include Santa Monica Place and Paseo del Mar at the corner of Colorado and Ocean Avenue, across the street from the Pier entrance. The City has established a height limit for development along Ocean Avenue (discussed under "Development") and requires that views be protected by setbacks and view corridors. Pier restoration efforts have paid special attention to the view of the Pier from the beaches and roads north and south, as well as views from the Pier of the bluffs, beach, and horizon.



Legend

 SCENIC CORRIDORS

MAP 13

Scenic and Visual Resources Map SANTA MONICA LOCAL COASTAL PROGRAM

Feet
0 2000 Ft



New development in residential neighborhoods in the Coastal Zone is required to provide adequate open space. The redesigned Ocean Park Redevelopment Project includes a pedestrian pathway linking Main Street and the beach. The City has landscaped the south beach parking lot to enhance the open space and visual resources by providing trees and additional picnic facilities in place of large expanses of asphalt. It has also landscaped adjacent Barnard Way, and re-routed that street so that fast driving is discouraged.

NEW DEVELOPMENT

Santa Monica's Coastal Zone has changed significantly in the past two decades. The opening of the Santa Monica Freeway in 1965 made Santa Monica more accessible to the greater metropolitan area. This accelerated Santa Monica's evolution from a small isolated beachside community into a regional center serving a wide area. The opening of the Freeway precipitated a boom in apartment and condominium construction and the City initiated a series of zoning changes designed to encourage new development.

During the last 25 years, the City has increased its supply of commercial, residential, and visitor serving accommodations. Between 1975 and 1982, the City of Santa Monica experienced unprecedented growth. Since the early 1980s, the City has several times reduced the residential densities permitted under each of the residential zoning designations and reduced the permitted height and bulk of buildings permitted in commercial zones. Responding to community concerns over the pace and intensity of development, the City Council adopted a new zoning ordinance in 1988 that substantially reduced commercial densities.

Currently the City is studying a Growth Management Plan that favors balanced growth, retaining the character of the community while permitting new residential and commercial construction. The character of the City is expected to remain a diverse mix of all types of development. Today, Santa Monica still retains much of the flavor of a "beach community," low in scale and possessing a mix of incomes and lifestyles.

In response to the mandate of the Coastal Act, the City encourages public access within the Coastal Zone. The Civic Center area is currently being studied and linkages to the Pier, Downtown, and sandy beaches have been encouraged. An Aquarium adjacent to the Pier is currently proposed. The South Beach area has recently been reconfigured to allow for easier vehicular and pedestrian access and circulation. Additional recreational areas, landscaping, and public facilities were added to the South Beach area to address the high beach attendance the City of Santa Monica enjoys yearly.



"99 STEPS" AND ARCADIA HOTEL

IV Policies

LAND USE PLAN

CHAPTER IV - POLICIES

The City of Santa Monica has adopted the policies contained in this Chapter which address the issues discussed in Chapter III, and which will guide future development in and preservation of the Coastal Zone.

The policies are drawn from the State Coastal Act (PRC, Section 30000 et seq.) and from City plans adopted by the City that reflect local conditions and address local issues. Nothing in this plan removes or reduces requirements contained in the City Charter, General Plan, or Zoning Ordinance. However, should conflicts arise between the LUP and other City planning documents, the policies of the LUP shall take precedence within the Coastal Zone. For clarity and in keeping with the Work Program agreement between the City and the Coastal Commission and ongoing discussion with Commission staff, the policies of the LUP are grouped under:

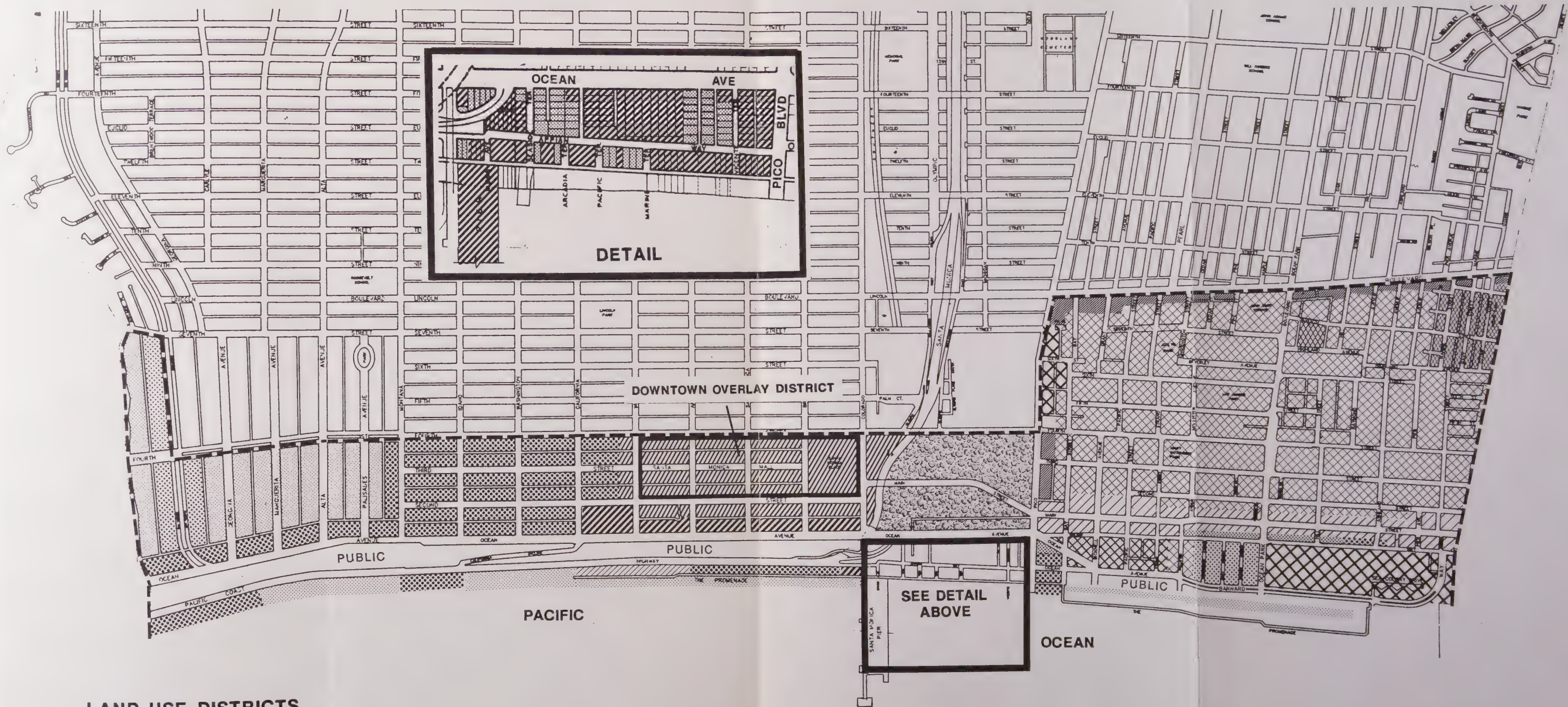
1. Access (including traffic circulation);
2. Recreation and Visitor-Serving Facilities;
3. Environmental Quality;
4. Scenic and Visual Resources; and
5. New Development.

Land use designations for the Coastal Zone are displayed on the Land Use Policy Map (Map 14). The development intensities and building heights permitted in the various areas of the Coastal Zone are displayed on Map 15. These land uses and development intensities are basically consistent with the provisions of the City's existing zoning districts.

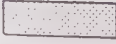




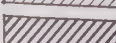


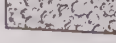
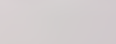
GOALS

Section 30001.5 of the Coastal Act includes a set of basic goals for each coastal protection program in the State. The policies adopted in Santa Monica's Local Coastal LUP are intended to accomplish the following goals:






1. Protect, maintain, and, where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and man-made resources.
2. Assure orderly, balanced utilization and conservation of Coastal Zone resources taking into account the social and economic needs of the people of our State and the Constitutionally protected rights of private property owners.



LAND USE DISTRICTS

-  SINGLE FAMILY RESIDENTIAL
-  LOW DENSITY MULTIPLE RESIDENTIAL
-  MEDIUM DENSITY MULTIPLE FAMILY RESIDENTIAL
-  HIGH DENSITY MULTIPLE FAMILY RESIDENTIAL
-  RESIDENTIAL - VISITOR COMMERCIAL
-  NEIGHBORHOOD COMMERCIAL
-  DOWNTOWN COMMERCIAL
-  HIGHWAY COMMERCIAL
-  MAIN STREET SPECIAL COMMERCIAL
-  CIVIC CENTER

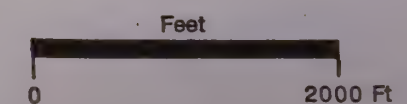
OCEAN PARK (O.P.) RESIDENTIAL DISTRICTS

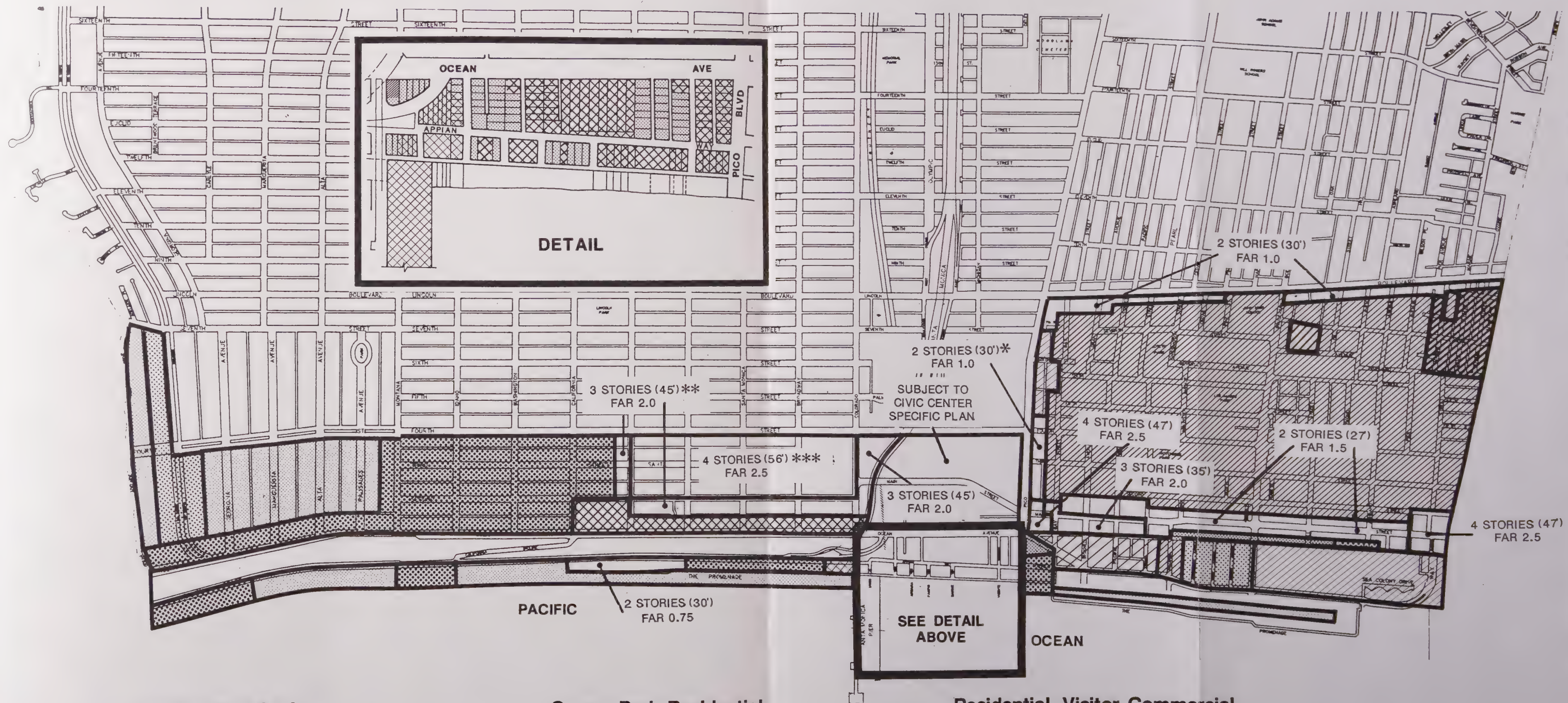
-  O.P.-SINGLE FAMILY RESIDENTIAL
-  O.P.-DUPLEX RESIDENTIAL
-  O.P.-LOW DENSITY MULTIPLE RESIDENTIAL
-  O.P.-MEDIUM DENSITY MULTIPLE RESIDENTIAL
-  O.P.-HIGH DENSITY MULTIPLE RESIDENTIAL

MAP 14

Land Use Policy Map

SANTA MONICA LOCAL COASTAL PROGRAM





Residential Districts

	2 STORIES (28'), 1 UNIT PARCEL
	2 STORIES (30'), 1 UNIT / 1500 SQ. FT.
	3 STORIES (40'), 1 UNIT / 1250 SQ. FT.
	4 STORIES (45'), 1 UNIT / 900 SQ. FT.

Ocean Park Residential

	2 STORIES (27'), 1 UNIT / PARCEL
	2 STORIES (30'), 2 UNITS / PARCEL
	2 STORIES (30'), 1 UNIT / 1500 SQ. FT.
	2 STORIES (30'), 1 UNIT / 2000 SQ. FT.
	3 STORIES (35'), 1 UNIT / 1250 SQ. FT.

Residential-Visitor Commercial

	3 STORIES (45'), 2.0 FAR
	2 STORIES (30'), 1.0 FAR
	2 STORIES (30'), 0.5 FAR

* 3 STORIES (45'), FAR 1.5, IF 50% OF PROJECT IS RESIDENTIAL
 ** 6 STORIES (84'), FAR 3.0 WITH SITE REVIEW
 *** 6 STORIES (84'), FAR 3.5 WITH SITE REVIEW

MAP 15
Development Intensities
 SANTA MONICA LOCAL COASTAL PROGRAM



3. Maximize public access to and along the coast and maximize public recreational opportunities in the Coastal Zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.
4. Assure priority for coastal-dependent and coastal-related development over other development on the coast.
5. Encourage State and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the Coastal Zone.

The essential task of this LUP is to provide clear guidelines for achieving these goals.

GENERAL POLICIES

1. The policies of the Coastal Act (PRC Section 30210 et seq.), as applicable to the City of Santa Monica are the guiding principles of this LUP.
2. Where conflicts occur between policies, such conflicts shall be resolved in a manner the policy which on balance is most protective of significant coastal resources (i.e., land, water, air, etc.).
3. Where there are conflicts between the policies set forth in the LUP and those set forth in any other element of the City's existing General Plan or existing regulations, the policies of the LUP take precedence within the Coastal Zone.

ACCESS POLICIES

General Access Policies

4. Maximum access to the coast, which shall be conspicuously posted, shall be provided for all the people consistent with public safety needs and the need to protect public rights, the rights of private property owners, and natural resource areas from overuse.
5. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout the Coastal Zone so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.
6. New development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and coastal beaches to the first line of

terrestrial vegetation. There cannot be interference with established use after an accessway has been dedicated but not yet opened.

7. Maximum access, in accordance with Policy 4, from the Pacific Coast Highway, Appian Way, Ocean Avenue, and Barnard Way to the shoreline and along the coast shall be provided in new development projects except where:
 - a. it is inconsistent with public safety, or the protection of fragile coastal resources; or
 - b. adequate access exists nearby.

Dedicated accessways shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

For purposes of this policy, "new development" does not include:

- a. Replacement of any structure, other than a public works facility, destroyed by natural disaster, providing that the replacement structure shall conform to applicable existing zoning requirements, shall be for the same use, shall not exceed either the floor area, height, or bulk of the destroyed structure, and shall be sited at the same location on the property.
 - b. The demolition and reconstruction of a single-family residence, provided that the construction of the residence does not involve the removal of 50 percent or more of the exterior walls or removal of 50 percent or more of supporting members of a structure such as bearing walls, columns, beams, or girders.
 - c. Improvements to any structure which do not change the intensity of its use and which do not involve the removal of 50 percent or more of the exterior walls or removal of 50 percent or more of supporting members of a structure such as bearing walls, columns, beams, or girders.
 - d. Any repair or maintenance activity which does not enlarge or expand the object of such repair and maintenance activities unless it is determined that the activity will have an adverse impact on lateral public access along the beach.
8. The public access policies of this LUP shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public

access depending on the facts and circumstances in each case including, but not limited to, the following:

- a. Topographic and geologic site characteristics.
 - b. The capacity of the site to sustain use and at what level of intensity.
 - c. The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
 - d. The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.
9. Public access policies shall be carried out in a reasonable manner that balances the rights of the individual property owner with the public's right of access to navigable waters.
 10. In implementing public access policies, the responsible agency shall consider and encourage the use of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.
 11. Consistent with the policies listed above, any public accessways to the beach shall be designed with sensitivity to the needs of the elderly, disabled persons, the very young, and the economically disadvantaged. The City shall explore, with the assistance of interested persons and groups, methods to improve access for the disabled to the shoreline itself.
 12. The City shall consider a requirement that new development located in the Coastal Zone be required to assist in enhancing public access to the beach.
 13. Pier restoration shall include improved access for the disabled and infirm.
 14. Private use of leased, publicly owned land shall be phased out as leases expire unless the new lease requires that the public property be developed with a non-membership, visitor-serving use open equally to the public.

Automobile Access

15. Traffic flow from the Freeway and other major access routes to the beach parking lots and the Pier area shall be improved through a comprehensive sign program, which also provides information on alternative transit modes.
16. The parking lot signs of the public beach parking lots along Pacific Coast Highway shall be modified to conspicuously notify beach-bound motorists of the distance to the next parking lot, within the parameters of traffic safety.
17. The City shall work with Caltrans and the County of Los Angeles in efforts to improve traffic flow along Pacific Coast Highway between the Malibu Civic Center and the McClure Tunnel by participating in the analysis of current and projected traffic volumes and levels of service and the construction of an additional lane as specified in Policy 274 of the certified Malibu/Santa Monica Mountains LUP.

Parking

18. Parking facilities in new commercial, office, and mixed-use developments, including conversions of existing structures with ten or more parking spaces shall be required to be available for public use during hours when the business is not in operation, which may include weekends, major holidays and evenings. The development shall be required to conspicuously advertise the availability of general public access parking with appropriate signing. If a mixed-use development contains residential uses, the residential parking spaces shall not be required to be available for public use.
19. Pedestrian, cyclist, and skater access through public parking lots to the Promenade shall be maintained and enhanced by improving signs and landscaping and by restriping parking lots where necessary to improve separation of non-auto traffic from auto traffic. To the extent feasible, however, provision of such access shall not be at the expense of parking spaces.
20. Parking standards and other requirements for Tenant Ownership Rights conversion projects shall conform to the provisions of Article XX of the City Charter.
21. The City shall seek Coastal Conservancy and other public agency funding for the acquisition of vacant lots adjacent to the public beach parking lots north of the Pier in order to increase public access to the north beach.

22. Parking spaces in the public beach parking lots shall not be available for residential permit parking except between the hours of dusk and 9 a.m. Permit hours shall be strictly enforced. Residential parking in the public beach parking lots during any other hours shall be subject to parking fees no less than that charged for general public beach parking. The frequent beachgoers parking permit program shall be evaluated as part of the Implementation Plan to assure that the program will not result in residential permit parking in the public beach parking lots during the peak beach use period.
23. A minimum of 471 parking spaces shall be provided to serve the Pier. This is the amount of parking which existed on the Pier before it was damaged by storms in 1983. The provision of this parking may be phased as redevelopment of the Pier occurs, as long as adequate parking to serve Pier development is provided to or concurrent with the occupancy of any new development on the Pier. Parking may be relocated off the Pier, either within reasonable walking distance to the Pier, or in remote parking lots, if an effective shuttle system is implemented to transport people from the remote lots to the Pier. If a parking fee is charged at the remote lots, the fee shall not exceed that which is charged at the public beach parking lots. New development of the existing Pier area shall not require additional parking as long as the 471 Pier parking spaces are replaced and maintained as specified in this policy.
24. Additional parking shall be provided to support the amount of land use intensification when an existing structure is converted to a more intensive use, except as consistent with Policy 23.
25. Required off-street parking spaces shall be located on the parcel or building site. In commercial or industrial districts, off-street parking may be located off of the parcel or building site if each of the following conditions are satisfied: 1) the property is located within 1,000' of the perimeter of the parcel or building site and commences within 300' of the perimeter. This distance shall be computed from the nearest point of the parking area; 2) the property on which the parking spaces are provided is owned in fee by the owner of the parcel or building site which is subject to the parking space requirements; and 3) additional documents, covenants, deed restrictions, or other agreements as may be deemed necessary by the Zoning Administrator are executed to assure that the required parking spaces are maintained off site.

Transit

26. Transportation alternatives to the automobile shall be provided including maintaining and enhancing bus service to and within the Coastal Zone and developing and maintaining a shuttle system within the Coastal Zone if a pilot shuttle program proves effective and economically feasible. The pilot shuttle program shall be implemented within five years from the date of Commission certification of the Land Use Plan and shall be operated for a minimum of two consecutive summer seasons. The shuttle shall provide service to the Santa Monica State Beach area, the Pier, and other popular coastal destinations. The shuttle program shall provide a main shuttle user parking facility but also use other public and private parking facilities required to provide general public coastal access parking. The City shall prepare a report to the Commission on the pilot shuttle program after each season of operation. The Commission shall review, and if necessary, make recommendations to the City on changes to the shuttle program. The determination of feasibility after the two-year pilot program shall be made by the City.
27. The City shall continue to work with Caltrans and transit agencies to develop bus access to the beach parking lots.
28. Remote parking facilities for shuttle connections to coastal visitor areas shall be created and enhanced as part of the pilot shuttle system (Policy 26), including:
 - a. consideration of the use of parking within the Civic Center and other public parking facilities located in the Coastal Zone; and
 - b. weekend, holiday and evening use of selected parking areas associated with major new development specified in Policy 18.

Bicycle

29. Additional bike lanes on City streets shall be developed, where feasible, between inland areas and the beach.
30. Bike racks shall be installed on the Pier and in beach parking lots but shall not interfere with pedestrian or auto circulation patterns.
31. New development with ten or more parking spaces shall provide reasonable and secure space for bicycle storage.

32. The City shall provide bicycle racks in all public facilities and along major public streets.

Pedestrian Access

33. To maintain and further enhance public pedestrian access to the coast, the LUP encourages the linking of the Civic Center/Civic Auditorium area to the coast with the provision of an accessway through the Oceanfront subarea. Should the property bounded by Colorado Avenue, Main Street, Pico Boulevard and Ocean Avenue be redeveloped, the provision of a landscaped pedestrian accessway between Main Street and Ocean Avenue shall be encouraged. The location of the accessway should be coordinated with a crosswalk across Ocean Avenue and a public street end or easement providing access from Ocean Avenue down to the beach.
34. The two existing vertical accessways through the Ocean Park Redevelopment Project at Hill Street and Ashland Avenue connecting the Main Street commercial area and the Neilson Way public parking lots to the beach shall be maintained. The Seaview Terrace public easement extending from the west side of Ocean Avenue to Appian Way in the Oceanfront subarea shall also be maintained. The City shall erect "Coastal Access" signs at the Ocean Park accessways on the west side of Main Street and at the Seaview Terrace accessway on the west side of Ocean Avenue. The five pedestrian overpasses providing vertical access to the north beach from Palisades Park shall also be maintained.
35. The City shall extend the existing south beach pedestrian promenade to the north beach area as a priority access project.

RECREATION AND VISITOR-SERVING POLICIES

36. Maximum recreational opportunities, conspicuously posted, shall be provided for all the people consistent with public safety needs and the need to protect public rights, the rights of private property owners, and natural resource areas from overuse.
37. Low cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.
38. Visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over single-family residential, or general commercial development on private lands suitable for such use, as designated in the New Development Policies of this LUP.

Oceanfront land suitable for recreational use, as specified in the New Development Policies of this LUP, shall be protected for recreational use and development. Land in other upland subareas necessary to support coastal recreational uses shall be reserved for such uses.

39. Recreational boating facilities to support such activities as sport fishing, small boat launching, and concessioner boat rides may be permitted in the vicinity of the Santa Monica Pier. Boat moorings may also be permitted. A permanent marina development shall not be permitted.
40. The Santa Monica Pier shall be maintained as a recreational resource including amusements, public areas for low-cost recreational uses, fishing, and strolling, visitor-serving commercial development and public parking. Commercial uses shall be visitor-serving consistent with the character of the Pier, shall preserve the Pier's historic ambience and shall be located and designed to complement the public areas.
41. The City shall work with the National Park Service, other agencies, citizen groups, and others to integrate Pier environmental education efforts with programs of the Santa Monica Mountains National Recreation Area.
42. Palisades Park shall be preserved for public use by visitors and residents, preserving scenic views of the Santa Monica Bay and accommodating existing uses.
43. New development shall be permitted in Palisades Park only for the maintenance of the park.
44. Along Ocean Avenue, between Colorado Avenue and Pico Boulevard, tourist accommodations and related support facilities such as shops and restaurants and visitor-serving cultural uses shall be the principal permitted uses. Office and residential uses shall also be permitted, except along the Ocean Avenue ground floor street frontage.
45. Where new development removes low cost lodging facilities, such new development shall mitigate this impact. Mitigation shall be in the form of a fee paid into a fund established by the City for the provision, including land acquisition, construction and replacement, of low-cost lodging facilities within the Coastal Zone. A fee has been adopted and is included in the Implementation section of this document.
46. The City shall work with interested citizens and organizations to coordinate new tourist development in the Coastal Zone and to limit the potential adverse impacts of tourist uses on adjacent residential development.

47. Private encroachments onto the Santa Monica State Beach shall be prohibited. Existing encroachment permits shall not be renewed and the area of encroachment shall be reverted back to sandy beach when the permits expire. Public development on the sandy beach shall be permitted for the provision of public coastal recreation or support facilities.
48. The City shall consider designating the beach area at the terminus of Ocean Park Boulevard as a fishing-only area until such time as the existing Pier pilings are removed.
49. To enhance public recreation opportunities and the beach experience, the City shall develop a Natural Element Sculpture (NES) Park along the three-mile stretch of the Santa Monica Beach. The art works will reflect the natural elements and the environment, and provide a unique coastal opportunity. A total of ten art works have been designed and will be placed so as to be safe, touchable, climbable, unenclosed, and without interference with the view of the ocean and the use of the beach.

ENVIRONMENTAL QUALITY POLICIES

50. Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological, archeological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.
51. To the extent its jurisdiction allows, the City shall protect Santa Monica Bay from any significant disruption of habitat areas, and uses which will cause significant disruption to environmentally sensitive areas shall not be permitted.
52. New development shall assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
53. New development shall be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board.
54. No development shall be permitted to endanger the habitat of the California brown pelican and the least tern or other species subsequently identified as threatened or endangered.

55. The City shall consult with relevant Federal and State agencies when reviewing development proposals that would or could affect the marine environment and shall incorporate their recommendations in final action on the proposals.
56. The City shall work with the Los Angeles County Flood Control District and the Regional Water Quality Control Board to monitor storm drain water quality. The City shall seek ways to eliminate the pooling of drain water on the beach and seek remedies to public health problems associated with the drain water.
57. The City shall continue programs to encourage and maintain a clean beach in cooperation with Lifeguards, public safety officials, and interested citizens and organizations.
58. Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted only when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.

SCENIC AND VISUAL RESOURCES POLICIES

59. Public views to, from, and along the ocean, the Pier, and Palisades Park shall be protected. Permitted development shall be sited and designed to:
 - a. protect to the extent feasible and reasonable views to and along the ocean and scenic coastal areas;
 - b. minimize the alteration of natural landforms; and
 - c. be visually compatible with the character of surrounding areas and restore and enhance visual quality in visually degraded areas.
60. All new development in the Coastal Zone shall provide underground utilities. The City shall work with utility companies to facilitate and coordinate undergrounding programs.
61. In all new development, public and private parking lots shall be landscaped.
62. The palisades bluffs shall be maintained and protected to the extent compatible with public safety and preservation of their scenic resource value.

63. New development along the west side of Ocean Avenue between Colorado Avenue and Pico Boulevard shall be setback from the street to accommodate trees and generous landscape strips, in order to allow for the visual extension of Palisades Park to Crescent Bay Park and the linear park of the south beach area.
64. The City shall develop standards to assure that new development along Adelaide Drive and the other scenic corridors is designed and sited to be visually compatible with the character of the surrounding area and to restore and enhance visual quality in visually degraded areas.

NEW DEVELOPMENT POLICIES

General Policies

65. The location and amount of new development shall maintain and enhance public access to the Coastal Zone by:
 - a. facilitating the provision or extension of transit service;
 - b. use of coastal access roads by neighborhood-serving commercial facilities shall be minimized by locating such facilities within or adjoining residential development;
 - c. providing pedestrian and bicycle circulation within and through major new development projects;
 - d. providing adequate on-site parking facilities or participating in a program to provide new parking facilities, or providing substitute means of serving the development with public transportation, except as consistent with Policy 23.
 - e. assuring the potential use of public transit for high intensity uses; and
 - f. assuring that the recreational needs of new residents will be met.
66. New or expanded public works facilities shall be designed to accommodate needs generated by development or uses permitted consistent with the provisions of this LUP.
67. Development that must be located at or in close proximity to the coast in order to function shall have priority over other developments in the Santa Monica Beach and Oceanfront subareas consistent with the other policies of this LUP.

68. New development within the Downtown Parking Assessment District may rely on the public parking structures within the District in lieu of providing on site parking pursuant to the District regulations, provided that the District assures that sufficient parking exists to accommodate the parking demand of new development. The City shall assure, as a part of the coastal development permit review process of each development located within the District, that there is parking available within the District to adequately support the proposed development.
69. Per the provisions of the Mello Act (SB 626), the demolition of existing residential dwelling units occupied by persons and families of low or moderate income, as defined in Section 50093 of the State Health and Safety Code, shall not be authorized unless provision has been made for the replacement of such units within the City's Coastal Zone with units for persons and families of low and moderate income. Exceptions to this rule, per the Mello Act, can be accommodated in the event that provisions have been made for replacement housing opportunities located within the coastal zone, if feasible, or located within three miles of the coastal zone.
70. As provided for in the Mello Act (SB 626), new housing developments constructed in the coastal zone must provide housing for persons and families of low or moderate income, as defined in Section 5093 of the State Health and Safety Code, where feasible.
71. Building height of new hotel and motel developments, as well as the height of parking structures, shall be governed by the number of feet as specified in the New Development Policies for the applicable area.
72. The City shall have the authority to adopt Moratorium Ordinances regarding development without Coastal Commission approval, in order to advance the goals of this LUP.
73. The City shall have the authority to modify development standards in order to reduce densities for new development without Coastal Commission approval, in order to advance the goals of this LUP.

Santa Monica Beach North of the Santa Monica Pier (Subarea 1a)

74. The Santa Monica Beach subarea north of the Santa Monica Pier shall accommodate single-family and high-density, multiple-family residential uses, public parking, beach-related commercial and recreational facilities, overnight visitor accommodations, elements in the Natural Element Sculpture Park, and public beach use.

Permitted residential development shall be required to provide on-site guest parking at the rate of two on-site spaces for each single-family residential lot, in addition to the two on-site support spaces for the occupants of the residence. One on-site guest parking space shall be provided for each five units (or fraction thereof) in multiple-family residential development, in addition to the two support parking spaces for the occupants of each unit. New residential development shall not be allowed to purchase parking permits in the public beach parking lots or receive parking variances which reduce the number of parking spaces as required in this policy. Overnight visitor accommodations may be permitted if appropriate mitigation of circulation, parking, and other potential adverse environmental effects on coastal access or coastal resources is provided.

75. Development standards for the R-1 and R-4 districts stipulate that the height of buildings in the single-family area shall not exceed 2 stories (28') and in the high-density area shall not exceed 4 stories (45'). Any proposed height in excess of two stories or 28' shall be subject to a discretionary site review which shall consider impacts on views, aesthetics, parking, circulation, land use, noise and other environmental effects.

Santa Monica Beach South of the Santa Monica Pier (Subarea 1b)

76. The Santa Monica Beach subarea south of the Santa Monica Pier shall be devoted to beach parking, recreational facilities, elements in the Natural Element Sculpture Park, and residential uses. Residential guest parking shall be provided at the rate of one on-site parking space for each five units (or fraction thereof) in developments with residential units. New residential development shall not be allowed to purchase parking permits in the beach parking lots to meet parking requirements. New non-residential development shall be allowed to use the public beach parking lots for required support parking only between the hours of 6 p.m. and 9 a.m.

South Beach (Subarea 1c)

77. The beach subarea south of Bay Street shall accommodate public parking, elements in the Natural Element Sculpture Park, and other public uses such as lifeguard towers, restrooms, play and picnic areas, etc., including beach-related concessions.
78. Should the City elect to use the City-owned parcel south of the Pritikin Building for residential use, the site may be developed with high-density residential structures with a maximum height of four stories (45'), consistent with the development standards of the City's R-4 District.

Santa Monica Pier (Subarea 2)

79. Uses on the Santa Monica Pier shall include amusements, visitor- serving commercial uses, fishing, public areas, facilities for administration of the Pier and adjacent water area, cultural or visitor information uses, public parking and bed and breakfast uses above the ground floor.
80. Building height shall not exceed 2 stories (30') above the pier deck and the floor area ratio shall not exceed 1.0.

Palisades Park (Subarea 3)

81. Palisades Park shall remain in public ownership accommodating existing park uses. Uses may be accommodated in the park that are necessary for maintenance of the park or existing facilities at the park.

Ocean Avenue North of California Avenue (Subarea 3)

82. Ocean Avenue north of California Avenue shall accommodate high-density residential uses. Residential development shall provide adequate on-site support and guest parking to prevent adverse impact on public access to Palisades Park.
83. Development in the high-density multiple family residential area shall comply with the development standards of the City's R-4 District.

Ocean Avenue South of California Avenue to Colorado Avenue (Subarea 3)

84. Ocean Avenue between California and Colorado Avenues shall accommodate new visitor-serving uses including hotels, restaurants, commercial recreational uses, visitor serving retail uses. Residential uses and office development may be permitted except at the ground floor street frontage. Residential development shall provide adequate on-site support and guest parking to prevent adverse impact on public access to Palisades Park.
85. Buildings shall be designed with particular attention to protecting and enhancing view corridors.
86. Usable terraces, balconies, and viewing platforms and areas available for use by the general public shall be encouraged in new development.
87. Development standards shall not exceed 3 stories (45', 2.0 F.A.R.) along Ocean Avenue.

North Side Residential (Subarea 4)

88. The residential area north of California Avenue to the north side of Montana Avenue shall remain high-density residential uses and, except along San Vicente Boulevard, single-family residential between Palisades and Georgina Avenues. The residential area along San Vicente Boulevard shall be designated for low-density multiple residential uses.
89. Development in the single-family residential, low-density multiple-family residential and high-density multiple-family residential areas shall comply with the development standards of the City's R-1, R-2, R-3, and R-4 Districts, respectively.

Downtown Core (Subarea 5 Between Colorado Avenue and Wilshire Boulevard)

90. Allowable uses shall include comparison retail, pedestrian-oriented, visitor-serving commercial and public parking uses and other complementary uses (such as hotels, offices, cultural facilities, restaurants, social services, and housing).
91. Development in the Downtown Core may not exceed 4 stories (56', 2.5 F.A.R.) and 6 stories (84', 3.5 F.A.R.) with site review. Floor area devoted to residential uses shall be discounted by 50 percent. Development within the boundaries of the Third Street Mall Specific Plan area shall be governed by the standards in the Specific Plan.

Downtown Frame (Subarea 5 North of Wilshire Boulevard and South of Colorado Avenue)

92. Allowable uses shall include comparison retail, visitor-serving commercial, parking uses and other typical downtown commercial uses. New developments in the area on the north side of Wilshire Boulevard and the south side of Colorado Avenue which are not within the downtown parking assessment district shall provide adequate on-site parking and shall not be allowed to use the District's parking facilities unless the District is expanded to include this area.
93. Development in the Downtown Frame area shall not exceed 3 stories (45', 2.0 F.A.R.) and 6 stories (84', 3.0 F.A.R.) with site review and shall not exceed a floor area ratio of 2.0, or up to 2.5 provided 50 percent of the project is restricted to residential uses, with the exception that in the area bounded by 6th and 7th Streets between Santa Monica Boulevard and Colorado Avenue, development may reach 4 stories or 56'.

Civic Center (Subarea 5)

94. The major concentration of government facilities and public parking shall be maintained. Other uses shall be considered including cultural and public recreational facilities and uses such as hotels, commercial recreational uses, retail and office uses.
95. Civic center public parking shall be connected by a shuttle system, as specified in Policy 26, to other visitor-serving areas.
96. All property in Subarea 6 shall be developed in accordance with the standards within a specific plan adopted by the City Council.
97. Parcels fronting on Ocean Avenue shall accommodate visitor-serving uses, including hotel accommodations, commercial recreational, cultural and public recreational facilities and office use. New office use shall also be permitted except along the ground floor street frontage of Ocean Avenue, which shall contain visitor-serving commercial and recreational uses.
98. In new large visitor-serving commercial and recreational development, usable terraces, balconies, and areas available for use by the general public shall be encouraged in new development. Viewing platforms shall be encouraged in new large visitor-serving commercial and recreational developments where views of the coast are available.

Oceanfront Hillside (Subarea 1b = Ocean Avenue to Appian Way)

99. The Oceanfront hillside area between Ocean Avenue and Appian Way shall be devoted to a combination of new visitor-serving commercial and recreational uses and to residential uses. The Ocean Avenue frontage shall contain visitor-serving commercial uses on the ground floor. Medium-density multiple-family uses shall be permitted. The existing Sea-view Terrace vertical pedestrian easement shall be maintained and enhanced as specified in Policy 35.
100. In new visitor-serving commercial and recreational developments, usable terraces, balconies, and viewing platforms and areas available for use by the general public shall be encouraged in new development, where views of the coast are available.
101. Buildings shall be designed with particular attention to protecting and enhancing public views of the ocean from Ocean Avenue. New development along Ocean Avenue shall be set back and provide generous landscaping and

trees to allow the visual continuation of the Palisades Park theme to Crescent park and the linear park along the south beach to the City limit.

Main Street

102. Development along the west side of Ocean Avenue from Pico Boulevard to Seaside Terrace (Ocean Avenue - fronting parcels only) shall not exceed 3 stories (45', 2.0 F.A.R.). Existing parcels in residential use shall be redeveloped to residential use and shall comply with the R-3 District standards. Existing parcels in commercial use may be redeveloped to 3 stories (45', 2.0 F.A.R.).
103. Main Street shall accommodate primarily visitor-serving retail uses. Neighborhood commercial uses shall also be permitted. New development which significantly impacts coastal access or other coastal resources in an adverse way shall not be allowed.
104. The City shall encourage design which through the use of setbacks, patios, walkways, display areas, street furniture, lighting, planting, and other elements, promotes a pedestrian street character and encourages pedestrian involvement with the structure, the street, and other pedestrians.

Ocean Park Residential

105. Development on Main Street shall comply with the CM-2, CM-3, and CM-4 District standards.
106. The Ocean Park residential neighborhood shall retain the existing mix of duplex, and low-density residential development, public parks and uses normally associated with residential neighborhoods. New residential development shall consist of low-density and single-family residential uses consistent with the standards of the Ocean Park districts. Existing neighborhood park acreage shall be maintained. As the area becomes built out, the City shall assure that the recreational needs of the new residents do not overburden coastal resources by providing an adequate level of neighborhood recreational facilities.

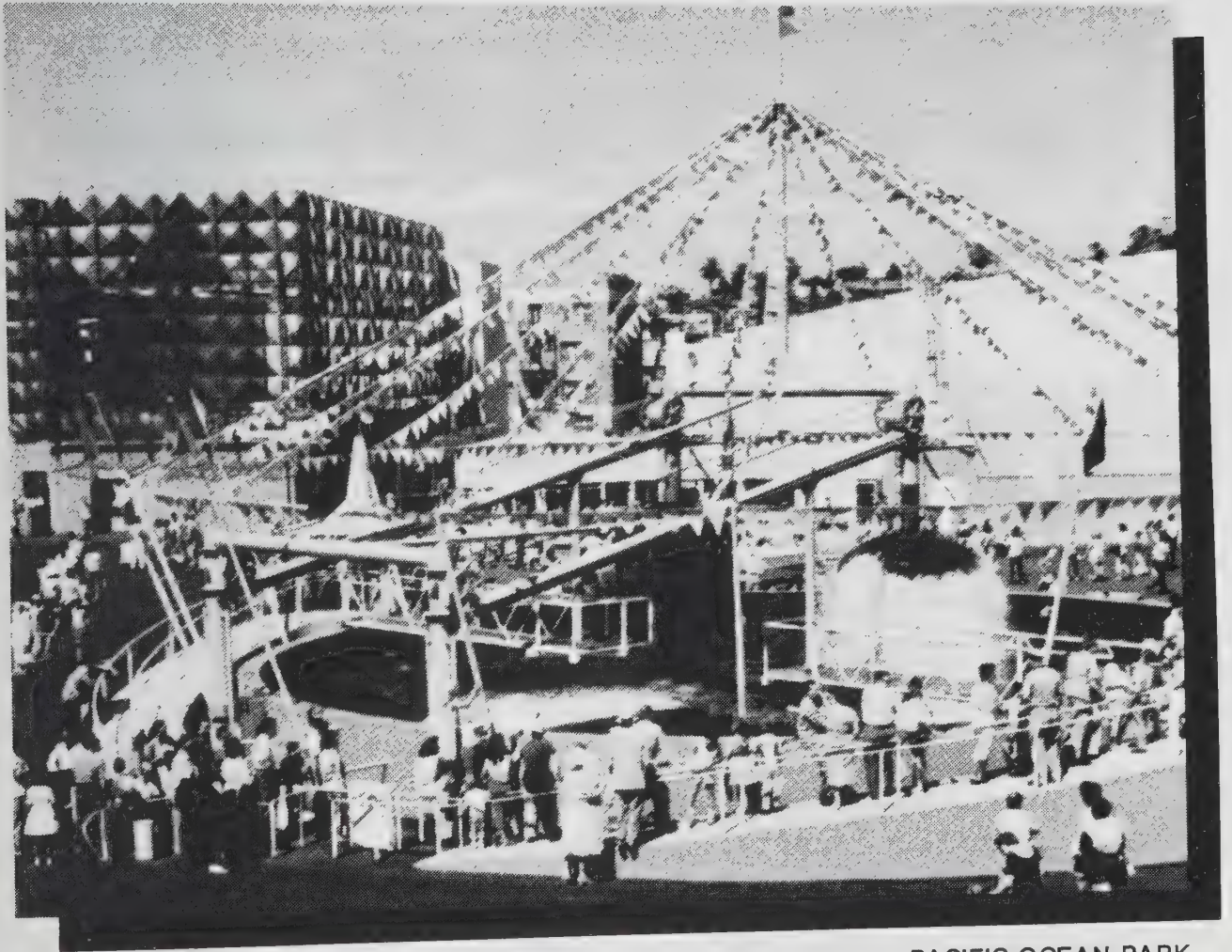
Ocean Park Commercial Streets (Section 8b)

107. On Pico Boulevard, high-density residential uses shall be permitted between 4th Court and 7th Street. Commercial uses shall be permitted between 7th Street and Lincoln Boulevard.

108. On Lincoln Boulevard, regional and community-oriented service commercial uses shall be permitted.
109. Development along south side of Pico Boulevard between Ocean Avenue and 4th Court shall be 2 stories (30', 1.0 F.A.R.), except in cases where residential uses make up 50% or more of the project. In the latter case, the development standards shall be 3 stories (45', 1.5 F.A.R.). Development along the south side of Pico Boulevard between 7th Street and Lincoln Boulevard shall be 2 stories (30', 1.0 F.A.R.).

Building height on Pico Boulevard between Ocean Avenue and the Promenade shall not exceed 3 stories (45' and the floor area ratio shall not exceed 2.0.

110. Building height on Lincoln boulevard shall not exceed 2 stories (30') and the floor area ration shall not exceed 1.0.



PACIFIC OCEAN PARK

V Impacts

LAND USE PLAN

CHAPTER V - IMPACTS

In general terms, this Coastal LUP is designed to maintain the quality of life that has historically made Santa Monica a desirable place to live, work, and play: clean air, a relaxed atmosphere, a mixture of types of buildings and types of people, and an economically healthy community. At the same time, the City desires to create opportunities for cooperation of the private and public sectors in enhancing Santa Monica through balanced growth. The City is committed to fulfilling its responsibilities to the entire region as a major visitor destination point: improving access to the beach and Pier, assuring adequate tourist accommodations for the full range of visitors to the area, and creating opportunities for activities tailored to a variety of a mixture of interests, performing arts, art in public places, community events, fishing, shopping, strolling, and amusements.

Within the Coastal Zone, the most noticeable changes will be increased visitor-serving development near the beaches, improved transportation services connecting visitor areas, a restored Pier, and increased mixed-use development in the established Downtown area.

Residential neighborhoods will remain relatively stable with low rates of recycling and redevelopment to higher densities. The City's housing policies regulate the demolition of existing housing units.

The Environmental Impact Report (EIR) on Santa Monica's 1988 Zoning Ordinance evaluated the City-wide environmental impacts of adopted development policies which would permit a considerable amount of growth in the City. Major environmental issues reviewed in the EIR included the potential effects of the ordinance on land use, traffic and parking, air quality, parks and recreation, police and fire services, and fiscal effects. Other topics were also discussed. It was the conclusion of the EIR that adoption of the ordinance would result in no significant adverse environmental impacts, as defined by the California Environmental Quality Act. Since this LUP is consistent with the provisions of the City's Zoning Ordinance, the environmental analysis and conclusion contained in the Zoning Ordinance EIR is applicable to the LUP and no significant adverse environmental impacts are anticipated.

Additionally, the certified EIR for the Ocean Park Plan evaluated impacts for the policies, standards, and land uses which are the same as called for under the LUP. Therefore, no additional impacts are expected to occur as a result of the implementation of this plan.

The impact of the policies on each of the subareas of the Coastal Zone is as follows:

Subarea 1 - Santa Monica State Beach

Most of this area is in public ownership. New development will consist of some additional beach facilities (restrooms, concession stands, etc.) and improvements to existing parking facilities. Adjacent to the beach along Pacific Coast Highway, an established residential neighborhood is expected to remain. Some additional access between the Pacific Coast Highway and the beach may be obtained. Traffic will increase on the Pacific Coast Highway, but most of this increase will be due to development activity outside of the City. This Subarea is split in two by Subarea 2, which contains the Santa Monica Pier. Directly north of the Santa Monica Pier is the Deauville Aquarium site. This will increase traffic and parking needs in the area. These needs are to be met by a proposed parking structure adjacent to the Santa Monica Pier, and the implementation of a shuttle bus system serving the Pier area and other parts of the Coastal Zone.

South of the Santa Monica Pier, there is a small residential neighborhood extending into the visitor-serving area along the coast. This area is expected to remain residential. However, an intensification of visitor-serving uses may occur. New development along adjacent South Ocean Avenue will provide adequate parking, and most existing residential and visitor parking will remain and be supplemented by new parking facilities. Circulation problems may be eased by the implementation of a shuttle bus system. Development in and around this area will improve visitor facilities and expand employment opportunities.

Subarea 2 - Santa Monica Pier

New development on the Pier will be designed to retain and enhance the character of the existing structures and to include improvement in public uses concurrent with any development intended for lease to private operators. The Pier will remain a concentration of visitor-oriented public and private uses, dominated by public open space.

Subarea 3 - Ocean Avenue and Palisades Park

Policies for Palisades Park promote protection of the Park. Development policies regarding Ocean Avenue north of the Colorado Avenue are designated to promote new development that relates to adjacent development and to the Park. Additional development will be accommodated, but its overall impact will be minimal. The Ocean Avenue skyline will continue to be varied, but new construction will be low scale. South of the Santa Monica Pier, the landscape theme of Palisades Park is being extended through new development setbacks along Ocean Avenue as far south as Pico Boulevard. This stretch of Ocean Avenue will be fronted by two hotels. The proposed parking structure adjacent to the Pier will help offset any parking problems that may be generated by new visitor-serving uses.

Subarea 4 - North Side Residential

Some additional development may occur through urban infill and recycling in this highly developed residential area.

Subarea 5 - Downtown

Intensification of existing office, retail, residential, entertainment and other visitor serving uses is expected to occur in this area, generating an increase in evening activity. The most obvious form this intensification will take will be on the Third Street Promenade, with its outdoor dining facilities and new entertainment uses. This development will occur incrementally and within the framework of design and development standards which assure high-quality, environmentally sensitive and diverse uses which add to the vitality of the Downtown area. Parking and circulation issues will be addressed through a combination of on-site parking, City parking structures, a future shuttle system, the existing bus network, a new freeway on-ramp just outside of the Coastal Zone, and a number of other improvements.

Subarea 6 - Civic Center and Rand Site

New development will include remodeling of existing City and County facilities as needed. The City is also studying revitalization and development options for the Civic Auditorium facility and adjacent areas. This study will include review of a range of both public and private use and development options.

Subarea 7 - Main Street from Pico South City Line

Development policies for Main Street are intended to preserve the scale and character of existing development. The net effect will be some additional development involving mixed uses serving visitors on the ground floor and providing residential units or offices above the ground floor. Parking availability and circulation in the area will improve as new development, a shuttle system, and (if necessary) a new parking facility are implemented.

Subarea 8 - Ocean Park

Ocean Park Residential Area

The Ocean Park area is currently zoned for low-density and single-family residential uses. While recycling will occur, it is likely that many properties will remain in single-family or low-density use. In the areas already developed with multiple-family apartment buildings, recycling is unlikely. Development requirements will limit the amount of recycling in the area, thus reducing the likelihood of significant increases in density.

Ocean Park Commercial Streets

Along Lincoln Boulevard, commercial development will not significantly intensify. This commercial area has minimal relationship to coastal visitor facilities. However, traffic on Lincoln Boulevard is expected to increase since it serves primarily as a through-route from Venice and Marina del Rey to the Santa Monica Freeway and the Coast Highway. Development and street widening projects in the Marina del Rey and Venice areas could create a serious negative impact in Santa Monica.

Along Pico Boulevard, the commercial uses are well established. New development will be required to respect the relationship to the abutting residential area.

Environmental Considerations

Pursuant to the provisions of the California Environmental Quality Act (Sections 21080.9 and 21080.5) and the PRC (Public Resources Code), Division 20, Chapter 6, this program contains those elements and analyses required for certification of the LUP. As a result, an Environmental Impact Report is not required for the LUP.

Conclusion

With the adoption of this LUP, Santa Monica renews its commitment to the protection of the coastline and its associated resources, and to the assurance that development in the Coastal Zone continues to provide a high quality of life for residents and visitors alike.

Implementation Plan

LOCAL COASTAL PROGRAM

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NORTH BEACH AND BATH HOUSE, 1892

I Introduction

IMPLEMENTATION PLAN

I - INTRODUCTION

The Implementation Plan of Santa Monica's LCP has been formulated to implement the policies of the LUP. The implementation strategy consists primarily of a combination of land use and development regulations. The land use regulations are intended to preserve the existing mix of residential and commercial uses which contribute to the unique character of Santa Monica's Coastal Zone, while also encouraging new recreational and commercial uses to serve coastal visitors. The development standards for the Coastal Zone are designed to limit the intensity of future development and thereby maintain the low-scale visual character of the area. Not allowing development in the Coastal Zone to intensify substantially will also help limit parking and congestion problems in the area. Other noteworthy aspects of the Implementation Plan include the establishment of a shuttle transit system and the establishment of a development impact fee to help ensure the continued existence of low-cost lodging facilities within the Coastal Zone.

The Implementation Plan is divided into three chapters: Zoning Amendments, Impact Fees, and Shuttle Transit Program. Required changes to the land use regulations, development standards, and permit procedures of the City's zoning ordinance are described in the Zoning Amendments chapter. The Impact Fee chapter describes the in-lieu fee to be imposed upon new development projects which displace low-cost lodging facilities. The final chapter describes a shuttle system which will be developed to carry visitors throughout the Coastal Zone.



BEACH CROWD

II Zoning Amendments

IMPLEMENTATION PLAN

II - ZONING AMENDMENTS

A completely revised version of the City of Santa Monica Zoning Ordinance became effective in September, 1988. As a result, the land use regulations and development standards of the revised zoning ordinance and subsequent redistricting of the zoning map are largely consistent with the policies of the LUP. Therefore, only minor changes in the City's Zoning Ordinance will be necessary to effectively implement the land use and development policies of the LUP. Four new subchapters will be added to the Zoning Ordinance. These new subchapters, "Coastal Zone Overlay District", and "Coastal Development Permit", are described below. In addition, minor amendments have been necessitated by LUP policies regarding permitted land uses and special development standards in certain areas.

Coastal Zone Overlay District

This new subchapter creates an overlay zoning district which applies to all properties in the City's Coastal Zone. The purpose of the overlay district is to trigger the special requirement for a Coastal Development Permit and to describe requirements for access dedication, preservation of views and visual quality and other special requirements applicable within the Coastal Zone. The text of the "Coastal Zone Overlay District" subchapter is presented on the pages which follow.

Coastal Development Permit

Upon certification of the City's LCP by the Coastal Commission, the authority to issue development permits in the Coastal Zone will revert to the City of Santa Monica. This subchapter describes the need for the approval of a Coastal Development Permit for projects within the Coastal Zone. It contains the necessary findings which must be made to grant approval of this permit. The subchapter also describes the permit process and the availability of appeals. Also included are descriptions of projects which are exempted from coastal permit requirements. The text of the "Coastal Development Permit" subchapter is presented on the pages which follow.

Administrative Coastal Development Permit

An Administrative Coastal Development Permit will be required for all new construction, and new additions to existing buildings, located in the Coastal Zone Overlay District, that require an administrative approval, Temporary Use Permit, Performance Standard Permit, Variance, Reduced Parking Permit, Yard Modification Permit, or any similar development permit required by the Zoning Administrator. This subchapter contains the necessary findings which must be made to grant approval of this permit. The subchapter also describes the permit process and the

availability of appeals. The text of the "Administrative Coastal Development Permit" subchapter is presented on the pages which follow.

Local Coastal Program

This subchapter refers to the establishment of procedures for the Planning Commission and City Council to prepare, amend, and adopt the Land Use Plan of the Local Coastal Program. The LUP consists of a statement of development policies and includes diagrams and text setting forth planning principles, goals, objectives, policies, and standards. The LUP must be internally consistent and compatible with City policies that accommodate local conditions and circumstances while meeting the minimum requirements of the Coastal Commission.

Miscellaneous Amendments

Several amendments to various subchapters of the zoning ordinance which describe regulations for some of the City's base zoning districts are necessary to implement specific policies of the LUP. These amendments are listed below.

1. Pursuant to Policy Nos. 45, 81, 94, and 96, the following amendment to the "Prohibited Uses" section of the Residential-Visitor Commercial (RVC) district is required. This regulation will also need to be incorporated into the Civic Center Specific Plan for the Ocean Avenue street frontage:
 - (d) The following uses are prohibited on the ground floor frontage of Ocean Avenue between California Avenue and Pico Boulevard:
 - (1) New residential dwellings.
 - (2) Offices.
2. Pursuant to Policy Nos. 69 and 94, the following amendment to the "Property Development Standards" section of the Downtown Overlay District (C3-C) and the "Maximum Building Height" subsection of the Main Street Special Commercial District (CM) is required:

There shall be no limitation on the number of stories of any hotel or detached parking structure, so long as the height does not exceed the maximum number of feet permitted in this section.
3. Pursuant to Policy No. 70, the following amendment to the minimum off-street parking requirements for detached single-family units on parcels located north of the Santa Monica Pier in the Coastal Zone in the section entitled

"Number of Parking Spaces Required" of the "Off-Street Parking Requirements" subchapter is required:

Visitor spaces

2 spaces per unit

4. Pursuant to Policy No. 84, the following amendment to the "Property Development Standards" section of the RVC district is required:

For the block bounded by Wilshire Boulevard, Ocean and California Avenues and Second Street, the height of new hotel development may exceed the maximum height of 45', and extend to a maximum of 56', provided a landscaped setback of at least 35' is provided along the Ocean Avenue frontage.

Subchapter 4AB. CZ Coastal Zone Overlay District

Section 9035.1. Purpose. The CZ Overlay District is established as part of a program to implement the Coastal Act of 1976 (Division 20 of the California Public Resources Code) and to ensure that all public and private development in the Coastal Zone of the City of Santa Monica is consistent with the City's Certified Local Coastal Program and the Coastal Act. It is the intent of this district to maximize coastal access and recreational opportunities for all people consistent with public safety needs and the need to protect public rights, the rights of private property owners, and natural resource areas from overuse. It is the further intent of the CZ Overlay District to ensure that new development is designed and sited to be visually compatible with the surrounding area and to enhance visual quality in the Coastal Zone.

Section 9035.2. Permitted Uses. The following uses shall be permitted in the CZ Overlay District:

- (a) All uses listed as permitted uses within the underlying district in which the parcel is located.

Section 9035.3. Uses Subject to Performance Standards Permit. The following uses may be permitted in the CZ Overlay District subject to the approval of a Performance Standards Permit:

- (a) All uses listed as subject to performance standard permit in the district in which the parcel is located.

Section 9035.4. Conditionally Permitted Uses. The following uses may be permitted in the CZ Overlay District subject to the approval of a Conditional Use Permit:

- (a) All uses listed as conditionally permitted uses in the district in which the parcel is located.

Section 9035.5. Prohibited Uses.

- (a) Rooftop parking on parcels directly abutting, or separated by an alley from a residential district.
- (b) Any use not specifically authorized.

Section 9035.6. Property Development Standards. Any proposed development shall comply with the property development standards of the underlying district in addition to the following:

- (a) A dedicated easement for access shall be required of all new development in the following locations:
 - (1) Parcels adjacent to sandy beaches or coastal recreation areas;
 - (2) On vacant parcels;
 - (3) On parcels designated for commercial use; and
 - (4) Parcels adjacent to the waterfront when an existing structure is replaced.
- (b) Access dedication shall not be required when:
 - (1) Adequate vertical access exists nearby or is proposed by the land use plan within 1,000’;
 - (2) Vertical access at the site would significantly degrade environmentally sensitive habitat areas;
 - (3) The parcel is too narrow for an adequate privacy buffer separating the accessway from the existing residence, and would, therefore, adversely affect the privacy of the property owner. The following guideline shall be used in Determining adequacy of privacy buffers: there should be at least 15’ between the existing residence and the side yard property line for an adequate buffer.
 - (4) When existing developed residential parcels do not front a sandy beach and are not adjacent to recreation or public use areas and other existing or proposed lateral or vertical easements, or when development is proposed on an existing subdivided single-family residential lot between developed residential parcels.
- (c) In no case shall development in any way diminish or interfere with the public’s right of access to the sea where acquired through prescriptive use or legislative authorization.

- (d) The City may accept offers of dedication for access consistent with its ability to assume maintenance and liability. If not accepted by the City, offers of dedication of access may be accepted by any other public agency or private association, provided that such other agency or association shall be able to assume maintenance and operation of the accessway prior to opening it to the public.
- (e) Dedicated accessways shall not be required to be opened to public use until a public agency, private association or property owner(s) agrees to accept responsibility for maintenance and/or liability of the accessway, unless such accessways are created by the recordation of a deed restriction, wherein the fee title owner of the property shall be responsible for the maintenance and liability of the accessway. Existing accessways being offered for dedication or easement shall not be closed prior to the acceptance of said dedication or easement.
- (f) Coastal Development Permit. A Coastal Development Review Permit is required for any development that requires a Development Review Permit, a Conditional Use Permit, or Site Plan Review Permit. In addition, the following activities shall be subject to a Coastal Development Review Permit:
 - (1) Repair or maintenance of an inland bluff retaining wall, culvert, or similar work that involves:
 - a. Substantial alteration of the foundation of the protective work, including pilings and other surface or subsurface structures. Alteration is substantial if the structure or portion of it is placed or removed and replaced in a different location, whether seaward or landward.
 - b. The replacement of 20 percent or more of the materials of an existing structure with materials of a different kind; or
 - c. The presence, whether temporary or permanent, of mechanized construction equipment or construction materials on any sand area or bluff or within 100' of coastal waters or streams.
 - d. Any repair or maintenance to facilities or structures or work located in an environmentally sensitive habitat area, any sand area, within 100' of the edge of a coastal bluff or environmentally sensitive habitat area, or within 100'

of coastal waters or streams that require a coastal development permit.

- (2) Repair and maintenance activities that result in an addition to, enlargement of, or expansion of such repair or maintenance activities or public works facilities.
 - (3) Developments proposed on a beach, wetland, sand dune, estuary, stream, river, or edge of a coastal bluff; within 100' of such areas; or any area defined as "riparian habitat," "environmentally sensitive habitats," or their buffers by the certified land use plan and so designated on the land use plan maps, or on slopes greater than 20 percent.
 - (4) Fences and walls of 6' or less in height and gate posts of 8' or less in height when such fence or wall will obstruct or otherwise limit public access to the beach or other facilities to which access is protected under the Coastal Act.
 - (5) Grading that involves 100 cubic yards or more of material, and brush or vegetation removal of more than 1/2-acre of land.
 - (6) Any grading or brush removal activity that occurs within 100' of any wetland, estuary, stream, or within 300' of the top of the seaward face of any coastal bluff or any environmentally sensitive areas as defined in the Coastal Land Use Plan as so designated on the land use plan maps.
 - (7) Lot line adjustments resulting in an increase or potential increase in the number of lots, number of building sites, or density of permitted development.
 - (8) Street Closure Permits on the first public through-road paralleling the site.
- (g) Coastal Administrative Development Permit. A Coastal Administrative Development Permit is required for any development that requires administrative approval, a Temporary Use Permit, Performance Standard Permit, Variance, Reduced Parking Permit, Permit for Single-Family Residence, Yard Modification Permit, or any similar development permit reviewed by the Zoning Administrator.

Section 9035.7. Special Parking Regulations. The following parking requirements shall apply with the CZ Overlay District:

- (a) Parking facilities in new commercial office and mixed-use developments, including conversions of existing structures, with 10 or more parking spaces shall be required to be available for public use on weekends, major holidays, and even during hours when the business is not in operation. The development shall be required to conspicuously advertise the availability of general public access parking with appropriate signing. If a mixed-use development contains residential uses, the residential parking spaces shall not be required to be available for public use. The provision does not preclude the charging of fees for the use of the parking facilities by the public.
- (b) New residential development located between the sandy beach and the first public roadway shall not be allowed to purchase parking permits in the public beach parking lots or receive parking variances which reduce the number of parking spaces in the lot. Overnight permit accommodations for visitor parking may be permitted.
- (c) New non-residential development shall be allowed to use the public-beach parking lots for required support parking if the development is open for business between the hours of 6 p.m. and 9 a.m. only.

Section 9035.8. Architectural Review. All new construction, new additions to existing buildings, and any other exterior improvements that require issuance of a building permit or coastal development permit shall be subject to architectural review pursuant to the provisions of Chapter 5 of this article. Single-family residences in R-1 zones are exempt from this provision. The Architectural Review Board shall ensure that new development is sited and designed in conformance with the scenic and visual resources policies of the Coastal Land Use Plan.

Subchapter 10 R. Coastal Development Permit

Section 9153.1. Purpose. This section establishes procedures and requires findings for the authorization of all land use entitlements and development permits for properties within the City's Coastal Zone. The purpose of these procedures is to ensure that all development in the Coastal Zone conform to the provision of the Santa Monica Zoning Ordinance and is consistent with all elements of the City of Santa Monica Local Coastal Program.

Section 9153.2. Application. Application for a Coastal Development Permit shall be filed in a manner consistent with the requirements contained in Subchapter 10 J.

Section 9153.3. Hearing and Notice. Upon receipt in proper form of a Coastal Development Permit application, a public hearing before the Planning Commission shall be set and procedures of such hearing given in a manner consistent with Subchapter 10 K.

- (a) In addition to the standard notification procedures for the other applicable discretionary permits involved, as defined in Subchapter 10 K, notice of the public hearing shall be mailed to the local Coastal Commission office.

Section 9153.4. Findings. Following a review of the application and public hearing, the Planning Commission shall prepare a written decision which shall contain the findings of fact upon which such decision is based. The Planning Commission, or City Council on appeal, may approve a Coastal Development Permit application in whole or in part, with or without conditions if all of the following findings of fact can be made in an affirmative manner:

1. That the project does not detract from the California Coastal Zone as a distinct and valuable natural resource of vital and enduring interest to all people.
2. That the project does not pose a significant threat to coastal ecosystems and the environment.
3. That the project promotes the public health, safety, and welfare, and protects public and private property, wildlife, marine fisheries and other ocean resources, and the natural environment. The project will not cause deterioration of or destruction of the ecological balance of the Coastal Zone.
4. That the proposed use has been carefully planned and is consistent with the policies of the certified Land Use Plan.

5. That the project promotes the economical and social well-being of the people of the State, and to residents living and working in the Coastal Zone.
6. The project does not interfere with existing or future needs of the State insofar as electrical generating facilities, refineries, and coastal-dependent developments, including, but not necessarily limited to, commercial fishing facilities, offshore petroleum and gas development, and liquified natural gas facilities.
7. The project protects, maintains, and, where feasible, enhances and restores the overall quality of the Coastal Zone environment and its natural and artificial resources.
8. The project represents an orderly, balanced utilization and conservation of Coastal Zone resources and provides for social and economic needs of the people of the State.
9. The project maximizes public access to and along the coast and maximizes public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and rights of property owners.
10. The project does not assign priority to a non-coastal-dependent or non-coastal-related development at the expense of a coastal-dependent/related project.
11. This project does not preclude implementation and coordination of planning development for mutually beneficial uses, including educational uses, in the Coastal Zone.

Notice of all decisions on Coastal Development Permits shall be mailed to the Coastal Commission within 20 days after the decision has been made concerning the application.

Section 9153.5. Commencement of Use. The rights granted by the Coastal Development Permit shall be effective only when exercised within the period established as a condition of granting the permit or, in the absence of such established time period, one year from the date the permit becomes effective. This time limit may be extended by the Zoning Administrator for good cause for a period not to exceed three months upon written request by the applicant.

Section 9153.6. Revocation. The Planning Commission may, or upon direction from the City Council, revoke any approved Coastal Development Permit in accordance with the following procedures:

- (a) A revocation hearing shall be held by the Planning Commission. Notice of the hearing shall be published once in a newspaper of general circulation within the City and shall be served either in person or by registered mail on the owner of the property and on the permit holder at least 10 days prior to such hearing. The notice of hearing shall contain a statement of the specific reasons for revocation.
- (b) After the hearing a Coastal Development Permit may be revoked by the Planning Commission, or by the City Council on appeal or review, if any one of the following findings are made:
 - (1) That the Coastal Development Permit was obtained by misrepresentation or fraud.
 - (2) That the use for which the Coastal Development Permit was granted has ceased or has been suspended for six or more consecutive calendar months.
 - (3) That the conditions of the permit have not been met, or the permit granted is being or has recently been exercised contrary to the terms of the approval or in violation of a specific statute, ordinance, law, or regulation.
- (c) A written determination of revocation of a Coastal Development Permit shall be mailed to the property owner and the permit holder within 10 days of such determination.

Section 9153.7. Appeals. The approval, conditions of approval, denial, or revocation of a Coastal Development Permit may be appealed to the City Council by the applicant, an aggrieved person, any two members of the Coastal Commission, Planning Commissioner, or City Councilmember if filed within 14 consecutive calendar days of the date the decision is made.

- (a) A decision made by the Planning Commission granting or denying an a Coastal Development Permit may be appealed to the City Council only in the following circumstances:
 - (1) developments approved by the Planning Commission between the sea and the first public road paralleling the sea;

- (2) developments approved by the Planning Commission not included within Paragraph (1) of this Section located on tidelands, submerged lands, public trust lands within 100' of any wetland, estuary, or stream;
 - (3) any development which constitutes a major public works project or a major energy facility within the meaning of the California Coastal Act.
- (b) The grounds of appeal for any appealable development shall be limited to one or more of the following:
 - (1) the development fails to provide adequate physical access or public or private commercial use, or interferes with such uses;
 - (2) the development fails to protect public views from any road or from a recreation area to and along the coast;
 - (3) the development is not compatible with the established physical scale of the area;
 - (4) the development may significantly alter existing natural landforms;
 - (5) the development does not comply with shoreline erosion and geologic setback requirements;
 - (6) the development is not in conformity with the local coastal program.
- (c) The grounds of appeal for any appealable development shall be limited to whether the proposed development is in conformity with the local coastal program.
- (d) The appellant shall State specifically in the notice of appeal wherein the decision is not in accord with the purposes of the local coastal program or wherein it is claimed that there was an error or an abuse of discretion.
- (e) The City Council shall affirm, reverse, or modify the decision being appealed at a regular public hearing. Notice of the time and place of the public hearing shall be given in the manner prescribed in Section 9131.5.

Section 9153.8. Appeals to the Coastal Commission. The approval, conditions of approval, denial, or revocation of a Coastal Development Permit by the City Council may be appealed to the Coastal Commission if filed within 14 consecutive calendar days of the date the decision is made by the City Council.

- (a) A decision made by the City Council granting or denying a Coastal Development Permit may be appealed to the Coastal Commission only for the following types of development:
 - (1) Developments approved by the local government between the sea and the first public road paralleling the sea.
 - (2) Developments approved by the local government not included within Paragraph a of this subdivision that are located on tidelands, submerged lands, public trust lands, within 100' of any wetland, estuary, or stream.
 - (3) Developments approved by the local government not included within Paragraph a or b of this subdivision that are located in a sensitive coastal resource area.
 - (4) Any development approved by the local government that is not designated as the principal permitted use under the zoning ordinance or zoning district map.
 - (5) Any development which constitutes a major public works project or a major energy facility.
- (b) An appeal shall be filed with the Coastal Commission in a manner set forth by the Coastal Commission. A copy of the appeal form shall be provided to the Director of Planning within three working days of the date the appeal was filed, by the applicant.
- (c) Where an appeal has been filed with the Coastal Commission and the Coastal Commission has reversed or modified the action of the City, the action of the Coastal Commission on the Coastal Development Permit is final.

Section 9153.9. Coastal Commission changes to City actions on a coastal development permit. Where an appeal has been filed with the Coastal Commission and the Coastal Commission has reversed or modified the action of the City on a coastal development permit, the action of the Coastal Commission permit is final.

Section 9153.10 - Emergency Permits. The purpose of this section is to establish procedures for the issuance of emergency permits. The intent of this section is to provide a mechanism to alter the permit requirements of this ordinance for certain situations falling within the definition of emergency (see Definition Section 9000.3).

(a) Applicability and procedure.

- (1) The Director of Planning may waive the requirements of obtaining a coastal development permit and issue an emergency permit for development required by a sudden, unexpected occurrence which demands immediate action to prevent or mitigate loss or damage to life, health, property, or essential services. This provision does not apply to emergency situations described in Public Resources Code Section 30611 (immediate action by person or public agency performing a public service is required to protect life and public property from imminent danger, or to restore, repair, or maintain public works, utilities, or services destroyed, damaged, or interrupted by natural disaster, serious action, or in other cases of emergency). Waiver of permit requirements in such situations may be granted only by the Executive Director of the Coastal Commission.
- (2) Applications in case of emergency shall be made by letter to the Director. The following information shall be provided to the Director at the time of the request:
 - a. nature of the emergency;
 - b. cause of the emergency, insofar as this can be established;
 - c. location of the emergency;
 - d. the remedial, protective, or preventive work required to deal with emergency; and
 - e. the circumstances during the emergency that appeared to justify the clause(s) of action taken, including the probable consequences of failing to take action.
- (3) The Director shall verify the facts, including the existence and nature of the emergency, insofar as time allows.

- (4) The Director shall provide public notice of the proposed emergency action with the extent and type of notice determined on the basis of the nature of the emergency.
- (b) Findings required for emergency permits. The Director of Planning may approve, deny, or modify an emergency permit application, in whole or in part, with or without conditions only if all following findings of fact are made:
 - (1) An emergency exists that requires action more quickly than permitted by the procedures for administrative permits or for regular permits and the work will be completed within 30 days unless otherwise specified by the terms of the permit.
 - (2) Public comment on the proposed emergency action has been reviewed if time allows.
 - (3) The work proposed will be consistent with policies of the coastal land use plan.

Subchapter 10 Q. Administrative Coastal Development Permit

Section 9152.1. Purpose. An Administrative Coastal Development Permit is required for any development that requires administrative approval, a Temporary Use Permit, Performance Standard Permit, Variance, Reduced Parking Permit, Yard Modification Permit, or any similar development permit reviewed by the Zoning Administrator.

Section 9152.2. Application. Application for an Administrative Coastal Permit shall be filed in a manner consistent with the requirements contained in Subchapter 10 J.

Section 9152.3. Permit Processing. An Administrative Coastal Development Permit, approved by the Zoning Administrator, shall be required for all new construction, and new additions to existing buildings located in the Coastal Zone Overlay District, that require an administrative approval, Temporary Use Permit, Performance Standard Permit, Variance, Reduced Parking Permit, yard modification permit, or any similar development permit reviewed by the Zoning Administrator.

The Zoning Administrator shall, within 60 days of deeming the application complete, prepare a written decision which shall contain the findings of fact upon which a decision is based. An Administrative Coastal Development Permit shall not be approved until all other required permits and approvals, except Architectural Review Board and Building Permits, have been obtained. A copy of the decision shall be mailed to the applicant at the address shown on the application within 10 days after the decision is rendered.

Section 9152.4. Findings. Following a review of the application and decision rendered, the Zoning Administrator shall prepare a written decision which shall contain the findings of fact upon which such decision is based. The Zoning Administrator, or Planning Commission on appeal, may approve an Administrative Coastal Development Permit application in whole or in part, with or without conditions, if all the following findings of fact can be made in an affirmative manner:

- (a) The development does not significantly obstruct public views of the coastline, views from any public road, or from a public recreation area.
- (b) The development is compatible with the established physical scale and character of the area.
- (c) The development is in conformance with the public access and recreation policies of this code and the coastal land use open plan.

- (d) The development is not in conformance with all other applicable policies of the coastal land use plan.
- (e) The proposed development is not of a kind permitted within both the land use plan designation and the zone in the area where the development is to be located.

Section 9152.5. Commencement of Use. The rights granted by the Administrative Coastal Development Permit shall be effective only when exercised within the period established as a condition of granting the permit or, in the absence of such established time period, one year from the date the permit becomes effective. This time limit may be extended by the Zoning Administrator for good cause for a period not to exceed three months upon written request by the applicant.

Section 9152.6. Revocation. The Planning Commission may, or upon direction from the City Council, revoke any approved Administrative Coastal Development Permit in accordance with the following procedures:

- (a) A revocation hearing shall be held by the Planning Commission. Notice of the hearing shall be published once in a newspaper of general circulation within the City and shall be served either in person or by registered mail on the owner of the property and on the permit holder at least 10 days prior to such hearing. The notice of hearing shall contain a statement of the specific reasons for revocation.
- (b) After the hearing an Administrative Coastal Development Permit may be revoked by the Planning Commission, or by the City Council on appeal or review, if any one of the following findings are made:
 - (1) That the Administrative Coastal Development Permit was obtained by misrepresentation or fraud.
 - (2) That the use for which the Administrative Coastal Development Permit was granted has ceased or has been suspended for six or more consecutive calendar months.
 - (3) That the conditions of the permit have not been met, or the permit granted is being or has recently been exercised contrary to the terms of the approval or in violation of a specific statute, ordinance, law, or regulation.
- (c) A written determination of revocation of a Administrative Coastal Development Permit shall be mailed to the property owner and the permit holder within 10 days of such determination.

Section 9152.7. Appeals. The approval, conditions of approval, denial, or revocation of an Administrative Coastal Development Permit may be appealed to the Planning Commission by the applicant, an aggrieved person (see Section 9000.3), any two members of the Coastal Commission, or Planning Commissioner or City Councilmember, if filed within 14 consecutive calendar days of the date the decision is made.

- (a) A decision made by the Zoning Administrator granting or denying an Administrative Coastal Development Permit may be appealed to the Planning Commission only in the following circumstances:
 - (1) developments approved by the Zoning Administrator between the sea and the first public road paralleling the sea.
 - (2) developments approved by the Zoning Administrator not included within Paragraph a of this section located on tidelands, submerged lands, public trust lands within 100' of any wetland, estuary, or stream.
 - (3) any development which constitutes a major public works project or a major energy facility within the meaning of the California Coastal Act.
- (b) The grounds of appeal for any appealable development shall be limited to one or more of the following:
 - (1) the development fails to provide adequate physical access or public or private commercial use, or interferes with such uses;
 - (2) the development fails to protect public views from any road or from a recreation area to and along the coast;
 - (3) the development is not compatible with the established physical scale of the area;
 - (4) the development may significantly alter existing natural landforms;
 - (5) the development does not comply with shoreline erosion and geologic setback requirements;
 - (6) the development is not in conformity with the local coastal program.

- (c) The grounds of appeal for any appealable development shall be limited to whether the proposed development is in conformity with the local coastal program.
- (d) The appellant shall State specifically in the notice of appeal wherein the decision is not in accord with the purposes of the local coastal program or wherein it is claimed that there was an error or an abuse of discretion.
- (e) The Planning Commission shall affirm, reverse, or modify the decision being appealed at a regular public hearing. Notice of the time and place of the public hearing shall be given in the manner prescribed in Section 9131.5.

Section 9152.8. Appeals to the Coastal Commission. The approval, conditions of approval, denial, or revocation of an Administrative Coastal Development Permit by the Planning Commission may be appealed to the Coastal Commission if filed within 14 consecutive calendar days of the date the decision is made by the Planning Commission.

- (a) A decision made by the Planning Commission granting or denying an Administrative Coastal Development Permit may be appealed to the Coastal Commission only in the following circumstances:
 - (1) Developments approved by the local government between the sea and the first public road paralleling the sea.
 - (2) Developments approved by the local government not included within Paragraph a of this section located on tidelands, submerged lands, public trust lands within 100' of any wetland, estuary, or stream.
 - (3) Developments approved by the local government not included within Paragraph a or b of this subdivision that are located in a sensitive coastal resource area.
 - (4) Any development approved by the local government that is not designated as the principal permitted use under the zoning ordinance or zoning district map.
 - (5) Any development which constitutes a major public works project or a major energy facility.

- (b) An appeal shall be filed with the Coastal Commission in a manner set forth by the Coastal Commission. A copy of the appeal form shall be provided to the Director of Planning within three working days of the date the appeal was filed, by the appellant.
- (c) Where an appeal has been filed with the Coastal Commission and the Coastal Commission has reversed or modified the action of the City, the action of the Coastal Commission on the Administrative Coastal Development Permit is final.

Subchapter 10 S. Local Coastal Program

Section 9154.1. Purpose. The purpose of this section is to establish procedures for the Planning Commission and City Council for preparing, amending, and adopting the Land Use Plan of the Local Coastal Program.

Section 9154.2. Contents of the Local Coastal Program. The Local Coastal Program shall consist of the Land Use Plan and implementing ordinances. The Land Use Plan must consist of a statement of development policies and shall include diagrams and text setting forth planning principals, goals, objectives, policies, and standards. The Land Use Plan must be internally consistent and compatible with City policies that accommodate local conditions and circumstances while meeting the minimum requirements of the Coastal Commission.

Section 9154.3. Initiation to the Land Use Plan. The City Council may amend all or part of the Land Use Plan. Any General Plan Element or Specific Plan or other plan of the City that is applicable to the same areas or matters affected by a Land Use Plan amendment must be reviewed and amended as necessary to make the General Plan Element or Specific Plan or other plans consistent with the Land Use Plan.

Section 9154.4. Initiation of Amendments to the Land Use Plan. An amendment to the Land Use Plan shall only be initiated in the following manner:

- (a) A resolution of intention initiated by the Planning Commission.
- (b) A resolution of intention initiated by the City Council directing the Planning Commission to initiate an amendment.
- (c) An application from a property owner or his/her authorized agent pursuant to Subchapter 10 J, provided that such application involves the development or modification of property located within the area affected by such amendment.

Section 9154.5. Planning Commission Action on Amendments.

- (a) Upon receipt in proper form of a completed amendment application or duly adopted resolution of intention, and following any necessary investigation, a public hearing before the Planning Commission must be held and notice of such hearing given consistent with Subchapter 10K.
- (b) The Planning Commission must make a written recommendation on the proposed amendment whether to approve, approve in modified form, or disapprove.

- (c) Planning Commission action recommending that the proposed Land Use Plan amendment be approved, or approved in modified form, must be considered for adoption by the City Council. Planning Commission action disapproving a proposed Land Use Plan amendment, regardless of how such amendment was initiated, may be appealed by any interested person, including a Commissioner or Councilmember, to the City Council provided such appeal is filed in writing within 14 consecutive calendar days of the Commission's action, pursuant to Subchapter 10 L.

Section 9154.6. City Council Action on Amendments. The recommendation of the Planning Commission to approve a proposed General Plan amendment, or the appeal from a decision by the Planning Commission to approve or disapprove a proposed Land Use Plan Amendment, must be approved by the City Council. A public hearing on the amendment shall be conducted after first giving notice of the hearing pursuant to Subchapter 10 K. The City Council may approve, approve with modifications, or disapprove any amendment.

Section 9154.7. Fees. The City Council by resolution shall establish and from time to time amend a schedule of fees imposed for any amendment to the Land Use Plan.

Section 9154.8. Coastal Commission Certification. Any proposed amendment to the Land Use Plan shall not take effect until it has been certified by the Coastal Commission. Any amendment approved by the City shall be submitted to the Coastal Commission in accordance with Sections 30512 and 30513 of the Public Resources Code.

Critical Coastal Zone Terms to Add to Definitions in Section 9000.3

Access, Vertical. An area of land providing a connection between the first public road or use area nearest the sea and the publicly owned tidelands or established lateral accessway. A vertical accessway may be used for public pass and repass, passive recreation use or as otherwise designated in the Santa Monica Coastal Land Use Plan.

Coastal Act. The California Coastal Act of 1976, commencing with Section 3000 of the Public Resources Code and following.

Coastal Commission. The California Coastal Commission created by an operating under the Coastal Act of 1976.

Coastal-Dependent Development or Use. Any development or use which requires a site on or adjacent to the sea to be able to function at all.

Coastal Land Use Plan. Maps and a text which indicate the kinds, location, and intensity of land uses, including resource protection and development policies.

Coastal-Related Development. Any use that is dependent on a coastal-dependent development or use.

Coastal-Dependent Recreation. Activities which require a coastal location in order to occur, i.e., ocean swimming, surfing, scuba diving, fishing, boating, beach activities, and nature study.

Coastal-Related Recreation. Activities which are popular in coastal locations but also occur inland, i.e., picnicking, bicycling, walking, jogging, and camping.

Coastal Zone. That land and water area of the City extending seaward to the City's outer limit of jurisdiction and extending inland to the boundary shown on the official City zoning maps, as may be amended from time to time.

Environmental Sensitive Habitat Area. Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in any ecosystem and which could be easily disturbed or degraded by human activities and developments.

Estuaries. Coastal water bodies usually semi-enclosed by land, but which has open, partially obstructed, or intermittent exchange with the ocean and in which ocean water is at least occasionally diluted by fresh water run-off from the land. The salinity may be periodically increased above the open ocean by evaporation. In

general, the boundary between "wetland" and "estuary" is the line of extreme low water.

Feasible. Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Major Public Works Projects and Major Energy Facility. Any public works project or energy facility exceeding \$50,000 in estimated cost of construction.

Mean High Tide Line. High watermark of the ocean which is an ambulatory line varying over time as a result of climatic and other influences. The line is the normal or average inland extend of tidal influence.



PIER AT SANTA MONICA BEACH

III Impact Fees

IMPLEMENTATION PLAN

III - IMPACT FEES

In order to implement specific policies of the LUP, a development impact fee will be imposed upon new development within the Coastal Zone. It will take the form of a low-cost lodging replacement fee to be imposed upon new developments in the coastal Zone which remove existing motel or hotel units which are considered low-cost or budget facilities.

Low-Cost Lodging Replacement Fee

Policies No. 37 and 46 of the LUP proposes the establishment of an in-lieu fee to be paid by the developers of projects which displace low-cost or budget motel or hotel units in the Coastal Zone under this policy. A development proposal in the Coastal Zone, which removes low-cost lodging, would have the option of replacing the low costs units on site or at another location within the City, or paying a per unit fee into a City fund for the replacement of low-cost lodging units.

A definition of a low-cost unit has been established based upon nightly rental rates. This criteria will be regularly updated to reflect inflationary increases in rental rates. A survey of motels and hotels in Santa Monica's Coastal Zone in July, 1989, identified 23 lodging establishments containing a total of 1,957 rooms for rent. Of this total, 176 rooms distributed among 10 different motels and hotels were classified as low-cost lodging units. At the time of the survey, low-cost units were defined as double-occupancy rooms renting for \$60 per night or less.

In February and May, 1990, the Santa Monica City Council adopted Ordinance Nos. 1516 and 1526 to implement Policies 37 and 46 of the LUP. The ordinances require payment of in-lieu fees for projects which displace low-cost visitor accommodations in the Coastal Zone.



LONG WHARF FROM PALISADES PARK, CIRCA 1900

IV Shuttle Transit Program

IMPLEMENTATION PLAN

IV - SHUTTLE TRANSIT PROGRAM

Pursuant to Land Use Policy No. 26, the City of Santa Monica will initiate the study and development of a pilot shuttle program within 5 years of LUP certification. It is envisioned that the shuttle system and its operating characteristics will be developed with input from the City's transit officials.

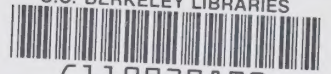
The primary objective of the shuttle system will be to enhance accessibility to the coast and help reduce circulation, congestion, and parking problems associated with popular coastal destinations, thereby, making it easier and more convenient for coastal visitors.

While it is not presently known what the specific operating routes and scheduling of the shuttle will be, the shuttle will primarily provide service to the area west of Fourth Street. More specifically, the shuttle service area shall include the Santa Monica State Beach area, the Pier, and other popular coastal destinations.

In addition to providing service to and from the aforementioned locations, the shuttle will take coastal visitors to and from the coast to inland public parking facilities. Parking facilities to be utilized by shuttle users may include the Civic Center parking areas, and other existing public parking facilities. Weekend and holiday shared use of private parking facilities in new developments will also be considered.

Shuttle stops will be provided at convenient locations within the Coastal Zone. In order to provide efficient and well-organized service, the shuttle will be coordinated with other transit systems which currently provide service to the area. The shuttle may even jointly use the same or existing bus stops. Shuttle stops will be clearly marked with recognizable signage. The schedules for the system will be published and made widely available to the public.

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